97th Congress
2d Session

COMMITTEE PRINT

(97-90)

SUMMARY

OF

LEGISLATIVE ACTIVITIES

COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

U.S. HOUSE OF REPRESENTATIVES

NINETY-SEVENTH CONGRESS

FIRST SESSION { Convened JANUARY 5, 1981
Adjourned DECEMBER 16, 1981

SECOND SESSION { Convened JANUARY 25, 1982
Adjourned DECEMBER 21, 1982

Printed for the use of the Committee on Public Works and Transportation

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U.S. GOVERNMENT PRINTING OFFICE

21-219 O WASHINGTON : 1983

H642-6

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[1] Not counted against Democrat/Republican ratio.
[2] Elected February 25, 1981.
[3] Elected December 16, 1981.
[4] Elected February 24, 1982.

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[5] Not counted against Democrat/Republican ratio.
[6] Elected to Subcommittee, March 11, 1982.
[7] Designated Ranking Minority Member, July 22, 1982.
[8] Resigned from Subcommittee on Economic Development, July 27, 1982.
[9] Elected to Subcommittee on Economic Development, July 27, 1982.

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[10] Resigned March 11, 1982.

[11] Designated ranking minority member of Subcommittee on Investigations and Oversight, July 22, 1982.

[12] Resigned as ranking minority member of Subcommittee on Investigations and Oversight, July 22, 1982; resigned from Subcommittee on Investigations and Ovesight, July 27, 1982.

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[13] Not counted against Democrat/Republican ratio.
[14] Elected February 25, 1981.
[15] Elected March 11, 1982.

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PROVISIONS OF THE RULES OF THE HOUSE OF REPRESENTATIVES APPLICABLE TO COMMITTEE ACTIVITIES JURISDICTION OF THE HOUSE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION

"RULE X

"ESTABLISHMENT AND JURISDICTION OF STANDING COMMITTEES

"The Committees and Their Jurisdiction

"1. There shall be in the House the following standing committees, each of which shall have the jurisdiction and related functions assigned to it by this clause and clauses 2, 3, and 4, and all bills, resolutions, and other matters relating to subjects within the jurisdiction of any standing committee as listed in this clause shall (in accordance with and subject to clause 5) be referred to such committees, as follows:

* * * * * * *

"(p) Committee on Public Works and Transportation.

"(1) Flood control and improvement of rivers and harbors.

"(2) Measures relating to the Capitol Building and the Senate and House Office Buildings.

"(3) Measures relating to the construction or maintenance of roads and post roads, other than appropriations therefor; but it shall not be in order for any bill providing general legislation in relation to roads to contain any provision for any specific road, nor for any bill in relation to a specific road to embrace a provision in relation to any other specific road.

"(4) Measures relating to the construction or reconstruction, maintenance, and care of the buildings and grounds of the Botanic Gardens, the Library of Congress, and the Smithsonian Institution.

"(5) Measures relating to the purchase of sites and construction of post offices, customhouses, Federal courthouses, and Government buildings within the District of Columbia.

"(6) Oil and other pollution of navigable waters.

"(7) Public buildings and occupied or improved grounds of the United States generally.

"(8) Public works for the benefit of navigation, including bridges and dams (other than international bridges and dams).

"(9) Water power.

"(10) Transportation, including civil aviation except railroads, railroad labor, and pensions.

"(11) Roads and the safety thereof.

"(12) Water transportation subject to the jurisdiction of the Interstate Commerce Commission.

"(13) Related transportation regulatory agencies, except (A) the Interstate Commerce Commission as it relates to railroads; (B) Federal Railroad Administration; and (C) Amtrak."

FOREWORD

The Committee on Public Works and Transportation reports herein on its activities during the 97th Congress. Included are:

(1) Bills enacted into law.

(2) Bills reported to the House but not acted upon.

(3) Bills approved by the House and not acted upon by the Senate.

(4) Bills approved by the Senate but not approved by the Committee.

(5) Bills sequentially referred to Committee and discharged.

Also included is a report of the activities of the Subcommittee on Economic Development and the Subcommittee on Investigations and Oversight.

403 bills were referred to the committee during the 97th Congress, dealing with such diverse subjects as navigation improvements, flood control, water pollution, environmental control, beach erosion control, hurricane protection, disaster relief, highways and highway safety, public mass transportation, public buildings, land conveyances, watershed development, water supply, public works and economic development, Appalachian regional development and uniform relocation and land acquisition policies.

The committee reported forty-two bills, some forty of which became law. Thirty river and harbor beach erosion and flood control survey resolutions were adopted by the committee. These resolutions authorized survey studies by the U.S. Army Corps of Engineers, which will ultimately submit project reports to the Congress.

The committee approved four watershed protection and flood prevention projects transmitted to Congress by the Secretary of Agriculture through the Office of Management and Budget pursuant to the provisions of section 2 of Public Law 83-566, as amended.

In 1981 and 1982 the committee approved eighty projects of construction, alterations, and purchases under the Public Buildings Act of 1959. These are public building projects to house Federal agencies and facilities, including courthouses, customhouses, immigration quarters, warehouses, and Federal office buildings.

I have mentioned only a few of the areas considered by the committee during over 250 meetings and numerous field hearings and investigations.

My sincere appreciation goes to all committee members for their splendid cooperation in all committee endeavors. I want to express special gratitude to Congressman Glenn M. Anderson, who served with distinction as ranking member of the committee and as chairman of the Subcommittee on Surface Transportation. A word of thanks is due the subcommittee chairmen: Congressman Robert A. Roe, Chairman of the Subcommittee on Water Resources; Congress-

man Norman Y. Mineta, Chairman of the Subcommittee on Aviation; Congressman Elliott H. Levitas, Chairman of the Subcommittee on Investigations and Oversight; Congressman James L. Oberstar, Chairman of the Subcommittee on Economic Development and Congressman John Fary, Chairman of the Subcommittee on Public Buildings and Grounds. Congressman Fary is leaving at the end of the 97th Congress. Special recognition should be made of his eight years of outstanding leadership and service to the Committee as a Member and as Chairman of the Subcommittee on Public Buildings and Grounds.

My heartfelt appreciation and sincere thanks go to Congressman Don H. Clausen of California, the ranking minority member of the committee. At the close of this Congress Don Clausen concludes 20 years of service as a member of the Committee on Public Works and Transportation. His contribution throughout the years as a member of this Committee, as a recognized leader on the minority side and then as the ranking minority member of the Committee is one of the major reasons that the Committee moved forward in such a stable and effective fashion.

Nine additional committee members will end their service to the House of Representatives at the close of the 97th Congress: Congressman Allen E. Ertel, Congressman Billy Lee Evans, Congressman Eugene V. Atkinson, Congressman Barry M. Goldwater, Jr., Congressman Tom Hagedorn, Congressman Harold C. Hollenbeck, Congressman H. Joel Deckard, Congressman Wayne Grisham and Congressman Jim Jeffries. These members will be missed, but their strong leadership and many contributions to the Public Works and Transportation Committee will long be felt in the legislation and programs they helped create and improve.

To all the fine staff of the committee and subcommittees, I say thank you for a job well done.

JAMES J. HOWARD,
Chairman, Committee on Public Works and Transportation.

BILLS ENACTED INTO LAW

Public Law No.	Date enacted	Bill No.	Title
97–35	Sept. 9, 1981	H.R. 3982	To provide for reconciliation pursuant to section 301 of the first concurrent resolution on the budget for the fiscal year 1982.
97–73	Nov. 3, 1981	S. 1209	To authorize appropriations to the Secretary of the Interior for services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performing Arts. (Passed in lieu of H.R. 3377.)
97–74	do	S. 1000	To authorize funds through fiscal year 1983, and supplemental funds for fiscal year 1981, for the National Transportation Safety Board. Independent Safety Board Amendments Act of 1981. (Passed in lieu of H.R. 3404.)
97–97	Dec. 21, 1981	H.R. 4845	To designate the Lincoln Federal Building and Courthouse in Lincoln, Nebraska, as the "Robert V. Denney Federal Building and Courthouse".
97–117	Dec. 29, 1981	H.R. 4503	To authorize funds for fiscal years 1982, 1983, 1984, and 1985 for the municipal wastewater treatment construction grant programs of the Federal Water Pollution Control Act. Municipal Wastewater Treatment Construction Grant Amendments of 1981.
97–118	do	H.R. 4506	To name the lock and dam authorized to replace locks and dam 26, Mississippi River, Alton, Illinois, as "Melvin Price Lock and Dam".
97–120	do	S. 657	To designate the Department of Commerce Building in Washington, the District of Columbia, as the "Herbert Clark Hoover Department of Commerce Building".
97–125	do	S. 1192	To provide for the completion of Union Station, Washington, the District of Columbia, as primarily a transportation center. Union Station Redevelopment Act of 1981.
97–126	do	H.R. 2494	To designate the "John Archibald Campbell United States Courthouse".
97–128	do	S. 1493	To deauthorize certain water resource projects within the jurisdiction of the U.S. Army Corps of Engineers.
97–134	do	H.R. 3210	To authorize funds through fiscal year 1983 for the construction and safety of Federal highways. Federal Aid Highway Improvement Act of 1981.
97–140	do	H.R. 779	To authorize the Secretary of the Army to contract with the Tarrant County Water Control and Improvement District and the City of Weatherford, Texas, for the use of water supply storage in Benbrook Lake.
97–142	do	H.R. 4926	To authorize the Secretary of the Army to acquire such oil, gas, coal, or other mineral interests owned by the Osage Tribe of Indians necessary for construction of the Skiatook Lake, Osage County, Oklahoma.
97–143	do	S. 1976	To clarify the authority of the U.S. Capitol police to extend protection beyond the Capitol grounds subject to the direction of the Capitol Police Board.
97–186	May 25, 1982	S. 1611	To amend Public Law 90–553, to authorize the transfer, conveyance, lease and improvement of, and construction on, certain property in the District of Columbia, for use as a headquarters site for an international organization, as sites for governments of foreign countries. (Enacted in lieu of H.R. 4716.)

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date enacted	Bill No.	Title
97–197	June 21, 1982	S. 896	To designate the control tower at Memphis International Airport, Tennessee, as the "Omlie Tower".
97–202	June 24, 1982	H.R. 5566	To authorize funds for services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performing Arts.
97–203	do	H.R. 5659	To authorize funds to the Board of Regents of the Smithsonian Institution to construct a building for the Museum of African Art and a Center for Eastern Art.
97–207	June 30, 1982	H.R. 4569	To designate the United States Post Office Building in Hartford, Connecticut, as the "William R. Cotter Federal Building".
97–248	Sept. 3, 1982	H.R. 4961	To make miscellaneous changes in the tax laws. Tax Equity and Fiscal Responsibility Act of 1982. (Title V, the Airport and Airway Improvement Act of 1982.)
97–253	Sept. 8, 1982	H.R. 6955	To provide for reconciliation pursuant to Section 2 of the first concurrent resolution on the budget for fiscal year 1983, as mandated in S. Con. Res. 92, revising the Congressional Budget for the Federal Government for fiscal years 1983, 1984, and 1985, and revising the Congressional Budget for the Federal Government for fiscal year ending September 30, 1982.
97–261	Sept. 20, 1982	H.R. 3663	To revise the regulation of motor carriers of passengers. Bus Regulatory Reform Act of 1982.
97–309	Oct. 14, 1982	H.R. 5930	To extend the authority of the Secretary of Transportation to provide certain aviation insurance and reinsurance.
97–314	do	H.R. 5941	To designate the building known as the Federal Building and United States Courthouse in Greenville, South Carolina, as the "Clement F. Haynesworth, Jr., Federal Building", the building known as the Quincy Post Office in Quincy, Massachusetts, as the "James A. Burke Post Office", and the United States Post Office Building in Portsmouth, Ohio, as the "William H. Harsha United States Post Office Building."
97–322	Oct. 15, 1982	S. 2252	To authorize funds for fiscal years 1983 and 1984 for the U.S. Coast Guard, Department of Transportation. (Enacted in lieu of H.R. 5617.)
97–327	do	S. 2574	To extend authorizations for the Federal-aid highway program.
97–348	Oct. 18, 1982	S. 1018	To prohibit the Federal Government from funding commercial and residential growth on undeveloped barrier beaches and islands. (Enacted in lieu of H.R. 3252.)
97–364	Oct. 25, 1982	H.R. 6170	To encourage the establishment by States of effective traffic safety programs and to require the Secretary of Transportation to administer a national driver register to assist State driver licensing officials in electronically exchanging information regarding the motor vehicle driving records of certain individuals.
97–379	Dec. 22, 1982	H.R. 6417	To amend Public Law 96–432 relating to the U.S. Capitol Grounds.
97–383	do	S. 2034	To designate the lock and dam known as the Jones Bluff Lock and Dam, located on the Alabama River, as the "Robert F. Henry Lock and Dam".
97–400	Dec. 31, 1982	H.R. 7377	To designate the Lakeview Lake project, Mountain Creek, Texas, as the "Joe Pool Lake".
97–418	Jan. 4, 1983	H.R. 6254	To amend title 3, United States Code, to clarify the function of the United States Secret Service Uniformed Division with respect to certain foreign diplomatic missions in the United States, and for other purposes.
97–422	do	H.R. 7420	To name the fish hatchery at the Warm Springs Dam component of the Russian River, Dry Creek, California project as the "Don H. Clausen Fish Hatchery."

BILLS ENACTED INTO LAW—Continued

Public Law No.	Date enacted	Bill No.	Title
97–423	do	H.R. 7406	To designate a certain Federal Building in Springfield, Illinois the "Paul Findley Building".
97–424	Jan. 6, 1983	H.R. 6211	To authorize appropriations for construction of certain highways in accordance with title 23, United States Code, for highway safety, for mass transportation in urban and rural areas, and for other purposes.
97–430	Jan. 8, 1983	H.R. 5027	To designate the building known as the United States Post Office and Courthouse in Norfolk, Virginia, as the "Walter E. Hoffman United States Courthouse".
97–440	do	H.R. 7159	To amend the Federal Water Pollution Control Act to allow modifications of certain effluent limitations relating to biochemical oxygen demand and pH.
97–450	Jan. 12, 1983	H.R. 5029	To designate the Federal Building in Fresno, California, as the "B. F. Sisk Federal Building".
97–467	Jan. 14, 1983	H.R. 6538	To designate the Federal Building in Lima, Ohio, as the Tennyson Guyer Federal Building.
97–468	do	H.R. 3420	Making technical corrections to the Natural Gas Pipeline Safety Act of 1968 and the Hazardous Liquid Pipeline Safety Act of 1979, and for other purposes.

BILLS REPORTED TO THE HOUSE BUT NOT ACTED UPON

Bill No.	Date reported	Title
H.R. 3432	May 19, 1981	To amend the Water Resources Development Act of 1974 relating to planning and evaluating water resources projects.
H.R. 3537	May do	To amend the Disaster Relief Act of 1974 relating to the State and local governmental share of the cost of disaster assistance, the rental of temporary housing, and to authorize funds for fiscal year 1982.
H.R. 6786	July 29, 1982	To amend Public Law 96–432 to the United States Capitol Grounds to authorize additional funds for the acquisition of certain property for addition to the United States Capitol Grounds.
H.R. 4230	Aug. 10, 1982	To facilitate the transportation of coal by pipeline across Federal and non-Federal lands.

BILLS APPROVED BY THE HOUSE BUT NOT ACTED UPON BY THE SENATE

Bill No.	Passed House	Title
H.R. 2957	May 28, 1981	To amend the Federal Water Pollution Control Act to delete the limitation on the use of public treatment works grants for treating, storing, or conveying the flow of industrial users into treatment works.
H.R. 4182	July 27, 1981	To extend the airport development aid program through fiscal year 1981.
H. Con. Res. 179	Sept. 21, 1981	Concurrent resolution making apportionment of funds for the National System of Interstate and Defense Highways for the fiscal year 1983.
H.R. 3403	Oct. 20, 1981	To amend the Hazardous Materials Transportation Act to authorize appropriations for fiscal years 1982 and 1983, to provide for the establishment of Regional Training Centers to assist in improving the emergency response and enforcement capabilities of State and local personnel.
H. Con. Res. 203	Nov. 17, 1981	Concurrent resolution requesting certain reports relating to the Tennessee Valley Authority Act of 1933, and prohibiting certain transactions by the board of directors of that Authority.
H.R. 6100	Aug. 12, 1982	To amend the Public Works and Economic Development Act of 1965 and the Appalachian Regional Development Act of 1965.
H.R. 6307	Sept. 8, 1982	To amend the Solid Waste Disposal Act to authorize appropriations for the fiscal years 1983 and 1984. Resource Conservation and Recovery Act Reauthorization Act of 1982.
H.R. 6666	Sept. 9, 1982	To amend the Joint Resolution of October 19, 1965, to provide additional authorization for the Library of Congress James Madison Memorial Building.

BILLS APPROVED BY THE HOUSE BUT NOT ACTED UPON BY THE SENATE—Continued

Bill No.	Passed House	Title
H.R. 6113	Sept. 20, 1982	To amend title I of the Marine Protection, Research and Sanctuaries Act of 1972. Ocean Dumping Amendments Act of 1982.
H.R. 2303	Sept. 29, 1982	To designate the New York Bulk and Foreign Mail Center at Jersey City, New Jersey, as the "Michael McDermott Bulk and Foreign Mail Center".

RESOLUTION APPROVED BY THE HOUSE AND SENATE

Resolution No.	Passed House	Passed Senate	Title
S. Con. Res. 64	Feb. 24, 1982	Feb. 8, 1982	Concurrent resolution to authorize appropriate ceremonies in the rotunda of the Capitol on March 31, 1982, to commemorate Roger Williams for his contribution to religious toleration and freedom in the United States.

BILLS APPROVED BY THE SENATE BUT NOT APPROVED BY THE COMMITTEE

Bill No.	Passed Senate	Title
S. 533	May 6, 1981	To establish public buildings policies for the Federal Government, to establish the Public Buildings Service in the General Services Administration.
S. 2250	June 9, 1982	To amend the Disaster Relief Act of 1974.
S. 2451	....do	To authorize appropriations for the Public Buildings Service of the General Services Administration for fiscal year 1983.
S.J. Res. 155	Dec. 19, 1982	To redesignate the Saint Croix Island National Monument in the State of Maine as the "Saint Croix Island International Historic Site".
S. 1867	Dec. 20, 1982	To amend and supplement the acreage limitation and residency provisions of the Federal reclamation law, as amended and supplemented.

BILLS SEQUENTIALLY REFERRED TO COMMITTEE AND DISCHARGED

Bill No.	Date sequentially referred	Date discharged	Title
H.R. 3252	Sept. 21, 1982	Sept. 22, 1982	Coastal Barrier Resources Act. (Reported by Merchant Marine and Fisheries Committee Sept. 21, 1982) (S. 1018 enacted in lieu, Public Law 97-348).

BILLS ENACTED INTO LAW

OMNIBUS RECONCILIATION ACT OF 1981

(Public Law 97-35)

This Act includes the Fiscal 1981 Airport Development Authorization Act, which extends the Airport and Airway Development Act of 1970 for an additional year, authorizing $450 million for airport development during this period. Not less than $25 million of the 1981 authorization is required to be used for carrying out noise comparability programs under the Aviation Safety and Noise Abatement Act of 1979.

AUTHORIZATION OF APPROPRIATIONS FOR SERVICES NECESSARY TO THE NONPERFORMING ARTS FUNCTIONS OF THE JOHN F. KENNEDY CENTER FOR THE PERFORMING ARTS

(Public Law 97-73)

Section 10 of the Public Buildings Act of 1972, Public Law 92-313, approved June 16, 1972, added a new subsection (3) to section 6 of the John F. Kennedy Center Act, as amended. The subsection directs the Secretary of Interior, acting through the National Park Service, to provide maintenance, security, information, interpretation, janitorial, and other services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performing Arts. It authorized such sums as may be necessary to carry out these functions, but only for the fiscal year ending June 30, 1973. Subsequent acts of the Congress have amended that subsection to provide funds through fiscal year 1981.

This law authorizes to be appropriated to the Secretary of Interior $4,544,000 for services necessary to the nonperforming arts functions of the John F. Kennedy Center for the fiscal year ending September 30, 1982.

INDEPENDENT SAFETY BOARD ACT AMENDMENTS OF 1981

(Public Law 97-74)

This law authorizes appropriations for the National Transportation Safety Board of $18,540,000 for fiscal year 1981; $19,925,000 for fiscal year 1982; and $22,100,000 for fiscal year 1983. Other provisions of the law make it clear that the Board has authority to require the filing of reports for aviation incidents as well as aviation accidents; clarifies that Board investigations, other than in the marine area, have priority over the investigations of other Federal

agencies; and clarifies the Board's power to conduct examination and testing of vehicles, rolling stock, tracks or pipeline components when the Board investigates an accident.

Robert V. Denney Federal Building and Courthouse

(Public Law 97-97)

Public Law 97-97 designates the building known as the Lincoln Federal Building and Courthouse in Lincoln, Nebraska, as the "Robert V. Denney Federal Building and Courthouse".

Congressman Denney was first elected to the 90th Congress to represent the First Congressional District which includes Lincoln, Nebraska, and later reelected in 1968 for a second term. While in Congress, he served on the Public Works Committee and developed a reputation as a tireless worker. Through his efforts, the Lincoln Federal Building and Courthouse became a reality.

Congressman Denney was nominated in the primary for a third term but declined the nomination and was appointed by the President to the U.S. District Court, where he served until his death. During his tenure on the federal bench, Judge Denney won the admiration of his colleagues and consistently ranked very high nationally for the number of cases cleared from his docket.

Municipal Wastewater Treatment Construction Grant Amendments of 1981

(Public Law 97-117)

This Act authorizes $2.4 billion annually for the grants program for the construction of municipal wastewater treatment plants for fiscal years 1982 through 1985. In addition, it authorizes $200 million per year, beginning in 1983, for correction of combined sewer overflow problems in marine bays and estuaries.

The Act preserves existing eligibilities for grant assistance until October 1, 1984. After that date, the Federal share of eligible costs decreases from the current 75 percent to 55 percent. In addition, after that date, capacity eligible for funding will be limited to that needed to serve flows existing upon award of the construction grant, but in no event more than 1990 flows. Finally, after October 1, 1984, only treatment plants, interceptor sewers, and infiltration-inflow correction will be eligible for grant assistance, except that a state may use up to 20 percent of its allotment for other categories of projects, such as collector sewers, sewer rehabilitation, and combined sewer overflow correction.

Where a project for a treatment plant or interceptors is under construction on October 1, 1984, all remaining phases of segments of that treatment plant and associated interceptors will remain eligible for funding of reserve capacity and for 75 percent Federal participation.

Melvin Price Lock and Dam

(Public Law 97-118)

This Act provides that the replacement for Locks and Dam 26 on the Mississippi River at Alton, Illinois, shall be known as Melvin Price Lock and Dam. The Act becomes effective upon the date of termination of service in the United States Congress of Melvin Price.

Herbert Clark Hoover Department of Commerce Building

(Public Law 97-120)

Public Law 97-120 designates the Department of Commerce Building at 14th Street and Constitution Avenue, Northwest, in Washington, the District of Columbia, as the "Herbert Clark Hoover Department of Commerce Building".

Herbert Clark Hoover—the 31st President of the United States—served as Secretary of Commerce under Presidents Harding and Coolidge. As Secretary, he reorganized the Department, expanded its activities, sponsored conferences on unemployment, fostered trade associations, and gave support to major engineering projects such as the St. Lawrence Waterway and Boulder Dam. It was also during the stewardship of Secretary Hoover that construction of the headquarters building for the Department of Commerce was begun as part of the Federal Triangle.

After one term as President, Hoover retired from public life until, in 1947, President Truman again called upon his experience in government and administration by appointing him chairman of the Commission on Organization of the Executive Branch of Government—better known as the Hoover Commission. Established by the Congress, the Commission was empowered to study the Executive Branch. Many of its recommendations were adopted, including establishment of the Department of Health, Education, and Welfare and the General Services Administration.

Under President Eisenhower, Hoover headed a second Hoover Commission, which made recommendations on policy as well as organization, before retiring permanently from public service at the age of 80.

Union Station Redevelopment Act of 1981

(Public Law 97-125)

The purposes of the Act are to achieve historic preservation and improved rail use of Union Station and to encourage the commercial development of the remainder of the project, with maximum reliance on the private sector. The Act directs the transfer of responsibility for the project and the Union Station complex from the Interior Department to the Department of Transportation upon the request of DOT. The two departments, jointly, are to decide what space in the Union Station complex should be leased at fair rentals to Interior by DOT to provide visitor services.

Notwithstanding the transfer of overall project responsibility to DOT, the Interior Department is directed to complete the repairs to the Union Station roof authorized by Public Law 96–610 and currently underway. The repairs are to be completed within one year of enactment, and Interior is directed to make any necessary reprogramming of the $8,100,000 in fiscal year 1982 funds needed to finish this job.

DOT is directed to rehabilitate and redevelop the Union Station complex primarily as a "multiple-use transportation terminal", and secondarily as a "commercial complex". The Act requires, at least, that rail passenger ticketing, baggage handling, and waiting areas for rail passengers be located in the Union Station building. It is anticipated that commercial development will be permitted under financial arrangements that recognize that a portion of the proceeds from commercial activities are needed to defray the costs of operating the non-revenue producing portions of the complex, such as the passenger waiting area, and of managing and maintaining the basic building structures and utilities. It is anticipated that DOT will eventually turn over management of the rehabilitated and redeveloped complex to some non-Federal entity.

DOT is authorized to meet the existing annual rental costs now paid by the Interior Department. It also authorizes $275,000 for each of the next six years to DOT to enable the Government to buy out the lease and to vest title to the complex in the United States Government.

DOT is directed to embark upon two studies that are essential to the redevelopment of Union Station. The first study, to be completed within six months of enactment, has two elements. The first is a thorough engineering survey of the structure and utility systems of the Union Station building. The second element of this engineering study is an examination of actions necessary to relocate rail passenger services into the Union Station building, thus improving access to the trains.

The second study, to be completed within twelve months, is essentially a planning and market feasibility survey of the commercial development potential of the Union Station complex. The marketing and planning surveys should help DOT prepare a prospectus for distribution to potential private developers. The surveys should also enable DOT to establish well-grounded criteria to be used in evaluating competing development proposals. Funds in the amount of $1,000,000 already appropriated to the Northeast Corridor Improvement Project are allocated to underwrite the two studies.

The Act sets a deadline of one year following enactment for DOT to report to Congress on the results of the studies. The report must include a specific commitment of Federal funds necessary to carry out those tasks determined to be Federal responsibilities or determined to require an initial Federal contribution to induce private investment. By the time the report is submitted, DOT should be well along in discussions with prospective developers.

DOT is authorized to utilize no funds in excess of $29,000,000 from the Northeast Corridor Improvement Project for the completion of the rehabilitation of the historic Union Station building or other purposes determined by the Secretary of Transportation to be necessary to carry out the Act.

DOT is directed to conduct a competitive selection of private developers for the project, and to enter into development agreements with those selected. DOT is directed to initiate developer selection discussions as soon as possible after enactment of the bill. In addition, DOT is authorized to acquire the rights to property needed in the redevelopment or operation of the Union Station complex. If DOT determines that commercial development of the Union Station complex cannot succeed without a tie-in to adjacent development, DOT is permitted to acquire use of two parcels of Federally owned land next to Union Station which is currently under the jurisdiction of the Architect of the Capitol.

DOT is authorized to offer developers long-term leases to properties in the Union Station complex. DOT is authorized to use income from those activities at Union Station authorized by this Act to pay expenses incurred at Union Station. There is established a revolving fund, the Union Station Fund, into which payments from developers and other lessees or users are to be deposited.

DOT is directed, immediately after enactment, to approve the use of Interstate funds apportioned to the District of Columbia, to complete the parking garage, associated ramps, and related facilities (including any necessary pedestrian access and walkways, escalators, moving sidewalk access, and connections). Funds in the amount of $40,000,000 shall remain available to the District of Columbia until expended to complete the parking garage. DOT is required to enter into an agreement within 60 days with the District of Columbia's Department of Transportation to apportion the parties' responsibilities for project design and construction. It is expected DOT, which is to be given title to the garage, to take ultimate responsibility for operation, maintenance, and liabilities.

JOHN ARCHIBALD CAMPBELL U.S. COURTHOUSE

(Public Law 97-126)

Public Law 97-126 designates the building located at 113 Saint Joseph Street in Mobile, Alabama, as the "John Archibald Campbell United States Courthouse".

John Archibald Campbell distinguished himself at a very young age as a prominent attorney practicing law in Mobile. He was twice offered an appointment to the Alabama Supreme Court, first at the age of 24 but declined to accept the position on both occasions. His reputation as an attorney and a State legislator earned John Archibald Campbell national recognition. He argued six cases before the United States Supreme Court during the 1851-52 term and so impressed the Justices that they personally urged President Franklin Pierce to appoint Mr. Campbell to the Supreme Court. In 1853, at the age of only forty-one, Mr. Campbell was appointed and confirmed within four days. He served until 1861 when Alabama seceded from the Union. Although he opposed secession, his overriding loyalty to his State beckoned him home.

To Deauthorize Several Projects Within the Jurisdiction of the Army Corps of Engineers

(Public Law 97-128)

This Act deauthorizes a number of water resources projects which had been authorized for construction by the Corps of Engineers. These projects are as follows:

The Dickey Dam portion of the Dickey-Lincoln School Lakes project, Saint John River, Maine
Meramec Park Lake, Missouri
Helm Reservoir, Illinois
Lincoln Dam, Illinois
Big Blue Dam, Indiana
Illinois River Duplicate Locks, Illinois
Nansemond River Project, Virginia
Clifty Creek Dam, Indiana
Delaware-Maryland-Virginia Intracoastal Waterway
Sixes Bridge Dam and Lake, Maryland

The Act contains a number of other provisions as well.

The consent of Congress is given to the city of Boston to construct, maintain and operate a fixed-span bridge in and over Fort Point Channel, Boston, Massachusetts.

The consent of Congress is also given to the city of Tampa, Florida, to construct and maintain two fixed-span bridges in and over the waters of the Garrison Channel, Tampa, Florida.

The project for Sandridge Dam and Reservoir, Ellicott Creek, New York, is modified to authorize the construction of a combination of channel enlargement work and diversion channels along Ellicott Creek in the town of Amherst.

The authorized replacement for Vermilion Lock, Louisiana, is designated as "Leland Bowman Lock".

The Clarence Cannon Dam and Reservoir, Missouri, is designated as the "Clarence Cannon Dam and Mark Twain Lake".

The Act also provides that no houseboat, floating cabin, marina, dock, cabin or other structure of a permanent nature shall be required to be removed before December 31, 1989, from any water resources or lake project administered by the Corps of Engineers.

Federal-Aid Highway Act of 1981

(Public Law 97-134)

The Federal-Aid Highway Act of 1981 was reported out of the Committee on May 19, 1981, and was passed by the House on September 24, 1981. The House concurred in Senate amendments, with amendments and passed the legislation by unanimous consent on December 15, 1981. The Senate agreed to the House amendments to Senate amendments on December 16, 1981. The bill was signed into law on December 29, 1981.

The Subcommittee on Surface Transportation conducted three days of public hearings on April 27, 28, and 29 to review highway, highway safety, and mass transit legislative proposals. Much of the Testimony received by the Subcommittee supported an increase in

authorizations for fiscal year 1982 and a redefinition of eligible construction work under the interstate construction program.

SUMMARY OF MAJOR PROVISIONS

Highway authorization

The Act augments authorizations out of the Highway Trust Fund for fiscal year 1982 for restoring, resurfacing, rehabilitating, and reconstructing the Interstate System. The Interstate 4R program authorization was raised to $800 million.

Interstate system redefinition

Through a redefinition of the concept of basic Interstate System "completion", a limitation is placed on construction necessary to provide a minimum level of acceptable service on the Interstate System which shall consist of full access control; a twenty-year period pavement design; essential environmental requirements; and limitations on the number of lanes.

Interstate system resurfacing

The Act establishes a new Interstate 4R apportionment formula and provides a ½ of 1 percent guarantee of 4R Interstate apportionments for each State. The Federal share for Interstate 4R projects is changed from 75 percent to 90 percent.

TO PROVIDE FOR MUNICIPAL USE OF STORAGE WATER IN BENBROOK DAM, TEX.

(Public Law 97-140)

This Act authorizes the Corps of Engineers to contract with Tarrant County and the cities of Weatherford and Granbury, Texas to provide municipal water supply storage space in Benbrook Lake which is surplus to present project needs.

It also increases the Federal cost limitation on small flood control projects which may be constructed by the Corps without specific Congressional authorization from $2 million to $4 million.

The authorization limit for the bridge from Lewiston, Idaho, to Clarkston, Washington, which was authorized by the Water Resources Development Act of 1976 and which is currently under construction by the Corps, is increased from $21 million to $23.2 million to cover cost increases resulting from a funding delay after the bridge was originally authorized.

The Corps of Engineers is authorized to relocate a water supply intake facility at Springfield, South Dakota, on the Missouri River. This facility is subject to sedimentation problems associated with construction of the Missouri River reservoirs.

The Act allows public owners of water, such as the city of Albuquerque, to store water in the Corps' Abiquiu Reservoir and the Department of the Interior's Elephant Butte Reservoir in New Mexico. It would also expressly allow the Department of Interior to release water from the San Juan-Chama Project to contracting entities for that purpose. This entails no increased Federal cost be-

cause the contracting users would be required to pay any increase in operation and maintenance costs.

Finally, the Act provides that no presently existing houseboat, floating cabin, marina, or lawfully installed dock or cabin maintained in good condition shall be required to be removed from any Corps reservoir or lake project before December 31, 1989.

To Authorize the Secretary of the Army To Acquire, by Purchase or Condemnation, Such Interests in Oil, Gas, Coal, and Other Minerals Owned or Controlled by the Osage Tribe of Indians As Are Needed for Skiatook Lake, Oklahoma, and for Other Purposes

(Public Law 97-142)

The purpose of this Act is to allow the Skiatook Lake Project to proceed to completion while providing a means for the resolution of questions associated with the mineral interests of the Osage Tribe. Under the Osage Allotment Act of 1906, the mineral rights to the reservation lands were retained in tribal ownership. These lands have been one of the Nation's major oil and gas fields. However, the Corps of Engineer's condemnation authority is not sufficient to permit it to acquire the interests needed for the project. The 1976 court decision in *United States* v. *Winnebago Tribe of Nebraska* held that the abrogation of a treaty right of an Indian tribe may not be done by Congress by implication, but must be accomplished by specific legislation. Hence, the general acquisition authorities of the Corps are not adequate.

The Act embodies the terms of an agreement between the Corps of Engineers and the Osage Tribal Council. It provides for the subordination of the Tribe's mineral interests to take effect upon payment to the Secretary of the Interior, on behalf of the Osage Indian Tribe, of $7.4 million.

U.S. Capitol Grounds Regulation

(Public Law 97-143)

Public Law 97-143 clarifies the authority of the U.S. Capitol Police. The Act also clarifies the authority of U.S. Capitol Police to extend protection beyond the Capitol Grounds subject to the direction of the Capitol Police Board.

International Organization Headquarters Site

(Public Law 97-186)

Public Law 97-186 amends the International Center Act (Public Law 90-553) by adding an additional 12 acres within the federally-owned Bureau of Standards site in Northwest Washington, D.C., for development for foreign government chanceries and chancery compounds, which together with the 34 acres available under the original act, will accommodate approximately 23 chanceries of smaller to medium-sized foreign missions.

The Act provides for the development of headquarters facility for an international organization, other than the Organization of American States as contemplated in the original act, in order to complete the International Center in accordance with the Federal element of the Comprehensive Plan for the National Capital, adopted by the National Capital Planning Commission. The OAS has occupied alternative space, thus, the Department of State has concluded lease negotiations with the International Telecommunications Satellite Organization (Intelsat). In addition, upon the request of any foreign government or international organization and with funds provided by such government or organization in advance, the Administrator of General Services is authorized to design, construct, and equip a headquarters building or legation building or related facilities on this property.

Lastly, the Act authorizes the Department of State to utilize proceeds realized from the lease, sale or exchange of land in the International Center to defray development costs: as is the current practice at the Center. The Secretary is also authorized to utilize proceeds for maintenance and security on those properties within the site which have not been conveyed to a government or international organization, and for surveys and plans related to development of additional areas within the Nation's Capital for chancery and diplomatic purposes, to the extent provided for in appropriation acts.

Omlie Tower

(Public Law 97-197)

This Act provides that the Air Traffic Control Tower at the Memphis International Airport shall hereafter be known as the "Omlie Tower". The new name honors two aviation pioneers, Vernon and Phoebe Omlie.

Authorization of Appropriations for Services Necessary to the Nonperforming Arts Functions of the John F. Kennedy Center for the Performing Arts

(Public Law 97-202)

Public Law 97-202 authorizes to be appropriated to the Secretary of Interior $4,247,000 for services necessary to the nonperforming arts functions of the John F. Kennedy Center for the Performing Arts for the fiscal year ending September 30, 1982.

Authorization of Smithsonian Institution to Construct National Museum of African Art and a Center for Eastern Art

(Public Law 97-203)

Public Law 96-36 authorized $500,000 to be appropriated for development planning of the Smithsonian's Quadrangle project and was signed by the President on July 20, 1979. In fiscal year 1982,

$960,000 was appropriated to complete planning and design for a center for African, Near Eastern, and Asian culture and art within the 4.2-acre quadrangle of land bounded by the Smithsonian Institution Building, the Arts and Industries Building, the Freer Gallery of Art, and Independence Avenue. This complex, estimated to cost $75 million to construct, will be financed equally by Federal and private sponsors.

Public Law 97-203 authorizes the Board of Regents of the Smithsonian Institution to construct a building for the National Museum of African Art and a center for Eastern Art together with structures for related educational activities in the area south of the original Smithsonian Institution Building adjacent to Independence Avenue at 10th Street, S.W. in Washington, D.C.

The law also authorizes the appropriation of $36,500,000 to carry out its purposes, and provides that any portion of the sums appropriated may be transferred to the General Services Administration which, in consultation with the Smithsonian, is authorized to enter into contracts and take other necessary action to construct the building described.

William R. Cotter Federal Building

(Public Law 97-207)

Public Law 97-207 designates the building at 135 High Street, Hartford, Connecticut, as the "William R. Cotter Federal Building".

Congressman Cotter was elected to the 92nd Congress on November 3, 1970, and was reelected to each succeeding Congress, where he served as a member of the Committee on Ways and Means until his death. He was Chairman of the Subcommittee on Select Revenue Measures.

During his 10 years in the U.S. House of Representatives, his skills as a legislative broker were highly recognized. His service to his constituents, the City of Hartford, and the country was impressive.

Tax Equity and Fiscal Responsibility Act of 1982

(Public Law 97-248)

Title V of this law, the Airport and Airway Improvement Act of 1982, renews for fiscal years 1982 to 1987 airport and airway programs which were first authorized in 1970. The airport and airway programs are paid for by a trust fund supported by fees paid by users of the system. The five-year authorized programs include $4.8 billion for airport development and planning and noise abatement; $6.3 billion for airway Facilities and Equipment; $1.2 billion for Research and Development; and $7.4 billion for Operation and Maintenance of the airway system.

These authorizations are designed to permit FAA to undertake a major program for modernization of the airway system, to improve its reliability, capacity and productivity. The airway system now uses computer and radar technology which is more than 20 years

old and is becoming increasingly expensive to operate and maintain. It would probably be cost effective to modernize the system even if no increase in use of the system was contemplated. Modernization is mandatory if the system is to be able to handle the increased demands which will be placed upon it during the coming decade. FAA estimates that if the system is not modernized, the number of severely congested airports will grow from the current 11 to 91 by the year 2000. FAA estimates that its proposal will save $43 billion in operating costs to the government between now and the year 2000, at an estimated capital cost of $10 billion.

The airport development authorization is expected to make a major contribution to the development which must be undertaken to avoid wide-spread congestion and delays.

The authorization for Operations and Maintenance is tied, through formulas, to adequate funding for airport develpment and airway Facilities and Equipment. The authorization for O&M is not stated as a dollar amount, but as a percentage of the funding actually made available for airport development. This will insure that O&M funding is related to adequate funding for capital development of airports. The Act also provides that O&M will be reduced, on a 2-for- basis, if the authorized levels for F&E are not appropriated. These provisions will insure that capital development continues to be the primary objective of the trust fund.

Funds that are authorized for airport development are subject to the following annual apportionments and set-asides. Primary airports with more than 0.01 percent of total enplanements are entitled to funding based on a per passenger formula with an annual minimum of $200,000 per airport and an annual maximum of $12.5 million. There is an annual ceiling on this apportionment of 50 percent of the total funds made available for airport development: 12 percent of the funds made available each year for airport development are to be apportioned among the states on a population and area formula, to be used for general aviation and reliever airports; 10 percent of the funds made available each year must be used for development of reliever airports; 5.5 percent of each year's available funds must be used for commercial service airports which are not primary airports and airports which are not commerical service airports but received entitlement funding under prior law; 1 percent total annual funds are to be used for integrated airport system planning; and 8 percent of each year's funds are to be used for noise compatibility planning and programs.

The Act also extends eligibility for funding to privately owned airports which are open to the public and which qualify as reliever airports or commercial service airports. The Act also establishes new requirements for the submission and annual updating of a 10-year plan for development of the nation's airway system.

Omnibus Budget Reconciliation Act of 1982

(Public Law 97-253)

Pursuant to the Omnibus Budget Reconciliation Act of 1982, the number of Interstate Commerce Commission (I.C.C.) Commissioners is officially reduced from eleven to seven members until January 1,

1986, at which time the number of Commissioners will be decreased to five.

The House and Senate agreed to the conference report on August 18, 1982. The Act was signed into law on September 8, 1982.

Bus Regulatory Reform Act of 1982

(Public Law 97-261)

The Bus Regulatory Reform Act of 1982 was reported out of the committee on November 17, 1981, and was passed by the House on November 19, 1981. The conference report was passed by the House on August 19, 1982. The bill was signed into law on September 20, 1982.

This legislation is the first major reform dealing with the intercity bus industry in almost 50 years. This is the first time that congressional direction has been added to the National Transportation policy to provide guidance in making regulatory decisions and implementing policies. Commuters are protected in the law by language that requires the Interstate Commerce Commission (Commission) to provide and maintain commuter bus operations and to promote a competitive and efficient bus system.

Under this Act, intercity bus operators will be able to enter the transportation marketplace more easily and to expand their service. For greater public protection, the Act establishes minimum insurance levels that the bus companies must maintain and expands the Commission's ability to remove unsafe operators from highways and to police illegal operators.

Intercity bus operators will also be able, under this act, to exit transportation markets more easily. Small communities and rural areas are protected by language that requires the Commission to deny an exit request if it is not in the public interest or if continuing the transportation is not an unreasonable burden on interstate commerce.

A two-year moratorium on the issuance of operating permits to both bus and truck operators domiciled in a contiguous foreign country is provided in this Act. The President may exercise a "National Interest" authority to suspend the moratorium, subject to certain specific conditions.

Aviation Insurance Program

(Public Law 97-309)

This Act extends the Aviation War Risk Insurance Program for five years through fiscal year 1987. Another provision of the Act requires the National Transportation Safety Board to withhold from public disclosure cockpit voice recorder recordings and transcriptions involving flight communications associated with accidents with accidents investigated by the Board. Relevant and pertinent provisions of the transcripts will be made public at the time of the Board's public hearing on the accident and in any event no later than 60 days following the accident. The Act further requires that at any time no less than three members of the National

Transportation Safety Board must have technical qualifications, professional standing and demonstrated knowledge in the fields of accident reconstruction, safety engineering and human factors, transportation safety or transportation regulations. The Act also amends provisions of the Airline Deregulation Act of 1978 to leave the Civil Aeronautics Board with jurisdiction to approve specified mergers, acquisitions and interlocking relations relating to interstate and overseas transportation, instead of transferring this authority to the Department of Justice on January 1, 1983.

Naming Certain Federal Buildings

(Public Law 97-314)

Public Law 97-314 designates the building known as the Federal Building and United States Courthouse in Greenville, South Carolina, as the "Clement F. Haynsworth, Jr. Federal Building", the building known as the Quincy Post Office in Quincy, Massachusetts, as the "James A. Burke Post Office", and the United States Post Office Building in Portsmouth, Ohio, as the "William H. Harsha United States Post Office Building".

Clement Haynsworth, after graduating from Harvard Law School, was admitted to the South Carolina Bar and practiced law with the firm of Haynsworth and Haynsworth, with a break only for World War II service as a Naval officer. In 1957, President Eisenhower appointed him to the Fourth Circuit of the United States Court of Appeals—the youngest judge in that Circuit and only the second South Carolinian to serve in this century. Judge Haynsworth became Chief Judge in 1964, and continued in that position until he assumed senior judge status last spring.

Congressman James A. Burke was first elected to public office and served for 10 years as a member of the Massachusetts House of Representatives. He served as majority leader for four years and four years as vice chairman of the Massachusetts State Committee. Congressman Burke was elected to the 86th Congress and was appointed to the Ways and Means Committee in the 87th Congress and each subsequent Congress.

Congressman Burke served as chairman of the Subcommittee on Social Security and his insight into problems facing the system were years ahead of his time. Only now, many of the Congressman's innovative solutions, needed to strengthen the system, are being debated in the Congress.

Congressman William H. Harsha was a distinguished member of Congress and the Committee on Public Works and Transportation for twenty years.

His career in public service began during World War II when he served in the Marine Corps. He as the assistant city solicitor for Portsmouth 1947-51; and Scioto County prosecutor 1951-55. He was elected to the 87th Congress in 1960 and was reelected to each succeeding Congress. He eventually served as the Ranking Minority Member on the House Public Works and Transportation Committee. He was also the past director of the Scioto County Chapter of the Red Cross, the past director of the Scioto County Cancer Soci-

ety, and the past chairman of the Scioto County T.B. and Health Association.

Coast Guard Authorization Act of 1982

(Public Law 97-322)

The House bill, H.R. 5617, was sequentially referred to the Committee on Public Works and Transportation for the consideration of such provisions in the reported bill as fall within the jurisdiction of this committee.

These provisions include a number of amendments to statutory authorities relating to the construction, operation, and maintenance of bridges over the navigable waters of the United States.

Section 9 of the act of March 3, 1899, provided, among other things, that it is not lawful to construct a bridge or causeway over a navigable water until the consent of Congress is obtained and the plans have been approved by the Secretary of the Army.

The act of March 23, 1906, provided that whenever the authority is granted by Congress to construct a bridge over navigable waters, it shall not be constructed until the plans have been approved by the Secretary of the Army.

The General Bridge Act of 1946 granted the general consent of Congress to the construction of bridges over navigable waters, subject to the approval of location and plans by the Secretary of the Army.

The functions, power, and duties of the Department of the Army relating to the location, plans, and clearances of bridges over navigable waters were generally transferred to the Department of Transportation in 1967 by the act establishing the Department of Transportation.

The provisions in the Act provide that these authorities shall not apply to any waters which are considered navigable only for historical purposes and are not subject to the ebb and flow of the tide.

Federal-Aid Highway Act of 1982

(Public Law 97-327)

Due to controversy surrounding some aspects of the funding of highway legislation, Congress was unable to pass a one year highway bill. Although the House and Senate Committees had agreed to pass a one year highway authorization bill, agreement on modifications to the Highway Trust Fund could not be reached. Consequently, an interim highway bill was enacted on October 1, 1982 to provide the Congress more time to enact legislation to provide additional authorizations.

The Act directed the Secretary of Transportation to apportion the Interstate Highway System authorization of $3.225 billion for fiscal year 1984.

In addition, the Act continued authorizations for the current Federal-Aid Highway programs and highway safety construction

programs at approximately ¼ the authorization level provided for these programs in fiscal year 1982.

Coastal Barrier Resources Act

(Public Law 97-348)

The House bill, H.R. 3252, was sequentially referred to the Committee on Public Works and Transportation in recognition of this committee's jurisdiction over the subject matter of the bill.

This Act is designed to minimize the loss of human life and damage to the natural and other resources associated with the coastal barriers along the Atlantic and gulf coasts. It does this by establishing a coastal barrier resources system, by restricting future Federal expenditures and financial assistance which have the effect of encouraging development of coastal barriers, and by considering the means and measures by which the long-term conservation of these barriers may be achieved.

With certain exemptions, the Act provides that no new expenditures or financial assistance may be made available under Federal law for purposes such as the purchase of structures; the construction of roads, airports, bridges, and boat landing facilities; and the carrying out of any project for prevention of shore erosion. Existing navigation projects and roads could be continued to be maintained.

Alcohol Traffic Safety and National Driver Register

(Public Law 97-364)

The Alcohol Traffic Safety and National Driver Register Act was reported out of the Committee on September 23, 1982, and was passed by the House on September 29, 1982. The Senate passed the bill on October 1, 1982. The bill was signed into law on October 25, 1982.

The Subcommittee on Surface Transportation received testimony from disparate interested parties on the need to enact legislation that would encourage state and local governments to address the problem of alcohol related traffic accidents. A total of 121 members joined in sponsoring this bill and other Members have sponsored other bills designed to address the problem.

The intent of the hearings was to receive information that would provide assistance in developing legislation to support the Federal Government's established interest in highway safety.

SUMMARY OF MAJOR PROVISIONS

Alcohol Traffic Safety

The Act provides a three-year authorization for the incentive grants program out of the Highway Trust Fund; $25 million for fiscal year 1983 and $50 million per fiscal years 1984 and 1985.

Under the Act a State must meet four basic requirements in order to qualify for a minimum Federal grant: (1) increased enforcement and public information; (2) .10 percent per se illegal

blood alcohol concentration; (3) 90-day suspension of an operator's driver license for a first offense; one year for second offense; and (4) a 48-hour prison term or ten days community service for repeat offenders. The Secretary of Transportation will issue by regulation compliance criteria for states to qualify for a supplemental incentive grant.

The total grant a State may receive is 50 percent of its highway safety funds under section 402. A State will receive 30 percent if it meets at least the four basic requirements and the full 50 percent if a State meets the four basic requirements in addition to some or all of the supplementary criteria established by the Secretary.

A maintenance of effort provision would require a State to maintain its expenditures at the average level it has been spending on alcohol safety for the past two years. Each state whose program is acceptable could receive Federal funding of 75 percent of the program first year cost, 50 percent of the second year cost, and 25 percent of the third year cost.

National Driver Register

Funding authority for the establishment of the Register system is not to exceed $2 million and to carry out the provisions of the Register, not to exceed $1 million for fiscal year 1983, $1.3 million for fiscal year 1984, and $1.6 million for fiscal years 1985, 1986, and 1987.

The National Driver Register provides for an electronic register to assist States in exchanging rapidly driving record information on problem drivers. The Register will be accessible to the States' chief driver licensing officials and will provide them with an index to those States which have taken adverse driver licensing actions against any individual queried.

A National Driver Register Advisory Committee is established for the purpose of determining the effectiveness of the Register in assisting States in exchanging information regarding motor vehicle driving records.

U.S. Capitol Grounds

(Public Law 97-379)

Pursuant to section 1 of Public Law 96-432, approved December 10, 1980, a number of additional areas and portions of streets, including those portions of Pennsylvania Avenue, Northwest, from the west curb of First Street, Northwest, to the east curb of Third Street, Northwest; and Maryland Avenue, Southwest, from the west curb of First Street, Southwest, to the east curb of Third Street, Southwest, were included within the definition of the United States Capitol Grounds. Inadvertently, the sidewalks and contiguous land on the west side of First Street between Pennsylvania Avenue, Northwest, and Maryland Avenue, Scuthwest, and flanking the reflecting pool along Pennsylvania Avenue, Northwest, and Maryland Avenue, Southwest, between First and Third Streets west, were omitted from Public Law 96-432.

Public Law 97-379 rectifies the omission by including the aforementioned sidewalks and contiguous land within the definition of the United States Capitol Grounds.

Robert F. Henry Lock and Dam

(Public Law 97-383)

This act designates the Jones Bluff Lock and Dam, Alabama River, Alabama, as the "Robert F. Henry Lock and Dam".

Joe Pool Lake

(Public Law 97-400)

This legislation designates the Lakeview Lake project in Texas as the "Joe Pool Lake" in honor of former Congressman Pool who was instrumental in securing its authorization.

Protection of Foreign Missions

(Public Law 97-418)

Public Law 94-196, approved December 31, 1975, amended that Act by requiring the Secretary of Treasury to provide the protective forces of the Executive Protective Service to protect foreign diplomatic missions located in metropolitan areas located outside of the District of Columbia in the United States where there are located twenty or more such foreign diplomatic missions headed by full-time officers, except that such protection shall be provided only (a) on the basis of extraordinary protective need, (b) upon request of the affected metropolitan area, and (c) when the extrordinary protective need arises in association with a visit to occurs at a permanent mission to an international organization of which the United States is a member or an observer mission invited to participate in the work of such organization, provided that such protection may be extended at places of temporary domicile in connection with such a visit.

This Act authorized the Secretary of the Treasury to utilize, with their consent, on a reimbursable basis, the services, personnel, equipment, and facilities of states and local governments. There was authorized to be appropriated not more than $3,500,000 on an annual basis for the purposes of reimbursement to state and local governments. The Act also increased the strength of the Executive Protective Service from 850 to 1,200.

In addition, under revised Treasury regulations promulgated in 1980, federal reimubursement is now available for not only extraordinary protective need associated with visits by major foreign personages but also for costs incurred in routine fixed post assignments and for motorcades.

Public Law 97-418 amends existing law by increasing the amount from $3.5 million to $7 million annually for each fiscal year beginning after September 30, 1982, for the payment of reimbursement obligations to state and local governments. The reim-

bursement provisions would also include services and equipment utilized to provide protection to motorcades and at places associated with a visit qualifying under the present law. The latter language merely authorizes expenditures required in Public Law 96-74, the 1980 Treasury Appropriations Act, and carried on through succeeding continuing resolutions. Additionally, this Act authorizes appropriations of $17.7 million for reimbursement obligations entered into prior to October 1, 1982, and currently outstanding. The Act clearly provides that the amounts authorized in the bill are to be an addition to, and not a substitute for, funds already appropriated since 1975.

Naming the Fish Hatchery at the Warm Springs Dam Component of the Russian River, Dry Creek, California Project As the Don H. Clausen Fish Hatchery

(Public Law 97-422)

This Act names the fish hatchery at the Warm Springs Dam, California, as the "Don H. Clausen Fish Hatchery" in recognition of Congressman Clausen's distinguished career and his significant contributions to water resources conservation and development.

Paul Findley Building

(Public Law 97-423)

This Act designates the Federal building located at 600 East Monroe in Springfield, Illinois, as the "Paul Findley Building".

Congressman Findley was first elected to the 87th Congress on November 9, 1960, and was reelected to each succeeding Congress. He announced his plans to retire at the end of the 97th Congress.

During his tenure in the House of Representatives, Paul Findley blended his efforts on the Foreign Affairs and Agriculture Committees to become a very effective spokesman for those issues of great importance to Illinois, one of our nation's largest exporting states. Congressman Findley was the Ranking Minority Member of the House Agriculture Committee's Subcommittee on Wheat, Soybeans, and Feed Grains, as well as the Ranking Minority Member of the House Foreign Affairs Subcommittee on Europe and the Middle East.

Surface Transportation Assistance Act of 1982

(Public Law 97-424)

The Surface Transportation Assistance Act of 1982 was reported out of the Committee on May 17, 1982, and was passed by the House on December 7, 1982. Conference agreement was reached with the Senate on December 21, 1982. The Conference report was passed by the House on December 21, 1982—yeas 180, nays 87—and by the Senate on December 23, 1982—yeas 54, nays 33. The bill was signed into law on January 6, 1983.

The Interstate System is authorized at $4 billion for each of the fiscal years 1984 through 1990. To continue to preserve the Interstate System, the Interstate resurfacing, restoration, rehabilitation, and reconstruction authorizations provide $1.950 billion in fiscal year 1983 and are increased to $3.150 billion in fiscal year 1986. Of the $4 billion to be apportioned annually for Interstate construction, $300 billion will be set aside for Interstate discretionary projects.

The Act continues funding for system-related highway programs. Primary system authorizations are increased to $1.850 billion for fiscal year 1983 and are increased to $2.450 billion in fiscal year 1986. Secondary system authorizations are set at $650 million annually, and the urban system provides authorizations of $800 million annually. Each State will also receive a minimum apportionment of not less than 85 percent of the relative percentage of revenues contributed to the Trust Fund for that State. For the increase in funding and obligational authority provided by this bill in fiscal year 1983 and 1984, the non-Federal match may be temporarily waived.

Through the elimination of separate funding for many highway categories, the States are accorded greater flexibility and less red tape and the use of up to 95 percent of regular Federal-Aid system funds for eliminated programs. The establishment of a coordinated Federal lands program, administered by the Secretary of Transportation, will streamline the administrative procedures related to implementing the programs for forest highways, public lands highways, and Indian reservation roads and bridges.

The truck size and weight provisions are revised to require States to allow weights of 80,000 pounds on the Interstate System and to allow double trailers on the Interstate System and qualifying Primary System highways as designated by the Secretary of Transportation. The bill also strengthens the buy America provision for highway and transit projects.

The Act provides authorizations for bridge replacement and rehabilitation programs which are increased from $1.6 billion in fiscal year 1983 to $2.05 billion in fiscal year 1986 and provides a revised formula that takes into account the unit price on a state-by-state basis of on-system and off-system bridges eligible for rehabilitation and replacement. The maximum amount that any State may receive is raised to ten percent of the total apportioned to the States. Funding is also continued for highway safety programs under section 402 and $100 million for each of the fiscal years 1985 and 1986.

The Federal transit program is extended for four years at increased authorization levels with a restructured block grant program. Authorizations available for discretionary capital grants under section 3 will be available through a Public Transportation Trust Fund on the basis of contract authority. The regular appropriations process will provide funding for other capital and operating assistance programs. The Act also provides financial incentives to communities for increases in transit productivity, limits Federal operating assistance, and provides disincentives for transferring capital funds to be used for operating assistance.

Title IV of the bill contains three parts. Part A deals with motor carrier safety, Part B deals with motor vehicle length limitations, and Part C deals with miscellaneous matters.

Under Part A, the Secretary is authorized to make grants to States for the development or implementation of programs for the enforcement of Federal rules, regulations, standards, and orders applicable to motor vehicle safety and compatible State rules, regulations, standards and orders.

The Secretary is then given authority to receive and to approve State plans pursuant to legislative guidelines. The provision does not preempt State law; consequently, participation in the program is voluntary. Guidelines are established for cost-sharing between the States and the Federal Government. Authorizations are made on an annual basis through Fiscal Year 1988.

Section 405 of Part A provides protection for employees who have either filed a complaint, or instituted or caused to be instituted a proceeding for violation of commercial motor vehicle safety regulations. In addition, it provides protection for employees who refuse to operate a vehicle when such operation would violate any Federal rules, regulations, standards, or orders applicable to motor vehicle safety. The employee protection provision applies only to the trucking industry.

Section 406 of Part A extends until January 1, 1985, the existing minimum financial responsibility levels for the trucking industry established by the Department of Transportation pursuant to section 30 of the Motor Carrier Act of 1980. The insurance requirements are made applicable to movements in foreign commerce to the extent that they take place in the United States.

Mexican and Canadian domiciled carriers must henceforth maintain evidence of financial responsibility in any of their vehicles operating in the U.S. and they will be denied entry to the United States if they fail to comply.

Finally, the financial responsibility requirements were made applicable to vehicles weighing less than 10,000 pounds when such vehicle is used to transport any quantity of class A or B explosives, any quantity of poison or poison gas, or a large quantity of radioactive materials in interstate or foreign commerce.

Under Part B. new length limitations are established for trucks. The provision prevents any State from establishing length limitations of less than (1) 48 feet for a semitrailer unit operating in a truck-tractor-semitrailer combination, and (2) 28 feet for any semitrailer or trailer operating in a truck tractor-semitrailer-trailer combination.

The new length provisions apply to the Interstate System and Federal-Aid Primary System Highways as designated by the Secretary.

Under Part C, amendments were made to the Federal Boat Safety Act. The amendments provide the Secretary of Transportation with authority to contract with the States to implement and administer a national recreational boating safety and facilities improvement program. The major change is the establishment of contract authority for the National Recreational Boating Safety Facilities Improvement Fund established by section 1479a of Title 46, United States Code.

Part C also amends the reforestation Trust Fund established by section 1606a of Title 16 of the United States Code. The amendment directs the Secretary of Agriculture to spend the $104 million in the Trust Fund during fiscal year 1983, and to spend the monies paid into the Trust Fund during each fiscal year. The amounts in the Trust Fund total $30 million each year.

Part C amends the Sattonstall-Kennedy Act 2154 S.C. 713–C so as to restate the intent of Congress as to how the money in the Sattonstall-Kennedy Fund is to be spent. The amendment requires that all the money in the Fund be used in support of the fishing industry. In the future, at least 60 percent (50 percent under existing law) of the Fund is to go directly for industry grants. Forty percent of the Fund (50 percent under existing law) can be used to support activities within the National Marine Fisheries Service.

The Merchant Marine Act of 1936 is amended in Part C so as to provide that no ceiling shall be placed on the Title XI loan guarantee program other than a ceiling imposed by authorizing legislation.

Finally, Part C clarifies that private motor carriers of property are subject to certain penalty provisions of Title 49 of the United States Code. The amendment corrects a problem that resulted from the codification of the Interstate Commerce Act in Public Law 95–473.

Section 426 under Part C of this Act amends the Airport and Airway Improvement Act to create a supplementary discretionary fund for airport development in addition to funds previously authorized. The supplementary discretionary fund totals $475 million over the five years of the program. These funds are in addition to funds previously authorized and do not affect either the total amount of the previously authorized funds, or the requirements of law requiring the distribution of previously authorized funds to specified classes of airports and type of programs.

Walter E. Hoffman U.S. Courthouse

(Public Law 97–430)

This Act designates the building located at the intersection of Granby Street and Brambleton Avenue, in Norfolk, Virginia, as the "Walter E. Hoffman United States Courthouse".

Judge Walter E. Hoffman was appointed a U.S. District Judge by President Dwight D. Eisenhower in 1954. His tenure spanned some 20 years until 1974 when Judge Hoffman assumed senior status on the District Court. During this period, he also served as Chief Judge from 1961–73. From October of 1974 until July 1, 1977, he served as director of the Federal Judicial Center in Washington, D.C., stepping down when he reached the statutory retirement age of 70.

To amend the Federal Water Pollution Control Act To Allow Modification of Certain Effluent Limitations Relating to Biochemical Oxygen Demand and pH

(Publics Law 97-440)

This act amends the Federal Water Pollution Control Act to give the Environmental Protection Ageny the authority to modify the permit requirements for two pulp mills in California currently discharging into the Pacific Ocean. The situation facing these two mills is unique and the legislation is drafted very narrowly so that it applies only to the circumstances in this particular case and does not establish a precedent for similarly situated dischargers.

The effluent limitations applicable in this case, pertaining to the pulp and paper industry, were finalized by EPA in 1976. The State of California which had authority to administer the Act's permit program proposed to issue permits to the two pulp mills involved in this case that included variances from the effluent limitations set by EPA for discharge of biochemical oxygen demand and acidity. The State concluded that the discharge would not result in a discernible impact on the marine environment. EPA vetoed the permits and this veto was later upheld by the courts.

The legislation authorizes EPA to modify the requirements for best practicable and best conventional treatment technology with very strict limitations. The applicants must show that they have established a monitoring system, the modified requirements will not require any additional treatment by other sources, there will be no new or substantially increased discharges from the applicants' facilities, and the discharge is into waters where there is strong tidal movement and other hydrological and geological characteristics which will allow for fishable and swimmable water after the discharge.

In addition, the pulp mills must agree to spend at least $250,000 per year for ten years for research and development on water pollution control technology; EPA must find that this is a unique situation which will not establish a precedent; and EPA must find that no owner or operator of a comparable facility in the United States has demonstrated that it would be put at a competitive disadvantage as a result of the granting of an effluent modification to the California mills.

B. F. Sisk Federal Building

(Public Law 97-450)

This Act designates the building located at 1130 O Street, Fresno, California, known as the Federal Building as the "B. F. Sisk Federal Building".

Congressman Bernard F. Sisk was elected to the 84th Congress on November 2, 1954, and reelected to each succeeding Congress until 1978, at which time he announced he would not seek reelection. During his tenure in the House, he mastered the complexities of farm and water legislation. He was instrumental in assuring that his district was not overlooked in a variety of Federal pro-

grams, whether it was water and dam projects, passenger train service, or educational and public television programs.

Mr. Sisk served in the U.S. House of Representatives with integrity of purpose and deep devotion in the cause of improving the lives of his constituents and all citizens of our Nation.

TENNYSON GUYER FEDERAL BUILDING

(Public Law 97-467)

This Act designates the building located at 401 West North Street, Lima, Ohio, known as the Lima Federal Building, as the "Tennyson Guyer Federal Building".

Congressman Tennyson Guyer was the Representative of the Fourth Congressional District of Ohio, who passed away on April 12 of last year. He was first elected to Congress in 1972 and was reelected to the House for four consecutive terms. While in Congress, he first served on the Committee on Internal Security and later was a member of the Committee on Foreign Affairs, the Committee on Veterans' Affairs, the Select Committee on Veterans' Affairs, the Select Committee on Narcotics Abuse and Control and was named to head the task force on MIA/POW's in Southeast Asia.

His untimely death on April 12 saddened all who knew and admired him as a great American, a great family man, and a great Christian.

PIPELINE SAFETY AUTHORIZATION ACT OF 1981

(Public Law 97-468)

Final action on H.R. 3420 was taken by the House of Representatives and the Senate on December 21, 1982. The Act contains amendments to the Natural Gas Pipeline Safety Act and the Hazardous Liquids Pipeline Safety Act of 1979. It amends both Acts so as to change the meeting requirements for the Advisory Committee established under each Act from once every six months to not less frequently than twice each year. It also extends the time for filing for judicial review each Act from 60 to 90 days.

The Act also amends section 5(a) of the Natural Gas Pipeline Safety Act of 1968 by striking "(other than subsection (a)(3) thereof)" and substituting "(other than subsection (a)(2) thereof)". This was done in order to correct a typographical error.

The remaining provisions deal with rail and rail commuter matters.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED

Date referred	Date approved	Location	Project
Mar. 5, 1981	May 19, 1981	New Orleans, La	Prospectus proposing succeeding lease for space at Plaza Tower, 1001 Howard Avenue.
May 12, 1981	do	Portland, Oreg	Prospectus proposing acquisition of space by lease for the U.S. Army Corps of Engineers and the U.S. Forest Service.
Mar. 5, 1981	July 23, 1981	Arlington, Va	Amendment to previously approved prospectus proposing succeeding lease for space for the Departments of Agriculture and Defense and the Agency for International Development at Pomponio Plaza Building, 1735 North Lynn Street.
Do	do	Dallas, Tex	Prospectus proposing acquisition of space by lease for the Department of Housing and Urban Development and the Federal Trade Commission.
May 12, 1981	do	Chicago, Ill	Prospectus proposing acquisition of space by lease for the Department of Housing and Urban Development.
Do	do	Philadelphia, Pa	Prospectus proposing acquisition of space by lease for the Departments of the Treasury and Transportation.
Apr. 8, 1981	Nov. 5, 1981	Alameda, Calif	Prospectus proposing repair and alteration for Federal Center; Building; 620 Central Avenue.
May 19, 1981	do	Tallahassee, Fla	Amendment to previously submitted prospectus proposing construction of a Federal Office Building through lease acquisition.
Oct. 14, 1981	do	Ashland, Ky	Amendment to previously approved prospectus for construction of a Courthouse and Federal Office Building.
Oct. 29, 1981	do	Norfolk, Va	Prospectus proposing repair and alteration for U.S. Post Office and Courthouse.
Feb. 18, 1981	Nov. 17, 1981	Washington, D.C.	Prospectus proposing succeeding lease for space at Logan Building; 1111 18th Street, NW.
June 2, 1981	do	do	Prospectus proposing succeeding lease for space for the Federal Mediation and Conciliation Service at Professional Building; 2100 K Street, NW.
Mar. 24, 1982	May 13, 1982	New York, N.Y	Prospectus proposing construction of an Extension to the U.S. Mission, 799 United Nations Plaza.
June 24, 1981	do	Hato Rey, P.R	Prospectus proposing repair and alteration for Frederico Degetau Federal Building and U.S. Courthouse.
Do	do	Atlanta, Ga	Prospectus proposing repair and alteration for U.S. Court of Appeals.
May 12, 1981	June 9, 1982	San Francisco, Calif	Amendment to previously approved prospectus proposing succeeding lease for space at Embarcadero Center.
Do	do	Hyattsville, Md	Prospectus proposing succeeding lease for space at Presidential Building, 6525 Belcrest Road.
Mar. 23, 1982	do	Youngstown, Ohio	Prospectus proposing construction of Federal Building-Courthouse.
Feb. 24, 1982	do	Washington D.C.	Prospectus proposing repair and alteration for Liberty Loan Building; Fourteenth and D Streets, NW.
June 24, 1981	do	Dallas, Tex	Prospectus proposing repair and alteration for U.S. Postal Service Annex.
Do	do	Denver, Colo	Prospectus proposing repair and alteration for Federal Building and U.S. Courthouse.
Feb. 24, 1982	do	Lakewood, Colo	Prospectus proposing repair and alteration for Building 20; Denver Federal Center.
June 24, 1981	do	Detroit, Mich	Prospectus proposing repair and alteration for Federal Building and U.S. Courthouse.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	Ogden, Utah	Prospectus proposing repair and alteration for Internal Revenue Service; 1160 West 1200 South.
Do	do	Bayonne, N.J.	Prospectus proposing repair and alteration for Federal Archives and Records Center; Buildings 12 and 22 at Military Ocean Terminal.
June 9, 1982	do	Dallas, Tex	Prospectus proposing acquisition of 555 Griffin Square Building.
May 12, 1981	do	Washington, D.C.	Prospectus proposing acquisition of space by lease for the Department of Justice at Star Building; 1101 Pennsylvania Avenue, NW.
Jan. 26, 1982	do	Atlanta, Ga	Prospectus proposing acquisition of space by lease for the Department of Labor.
Do	do	San Francisco, Calif	Amendment previously approved prospectus proposing succeeding lease for the Department of Health and Human Services at 100 Van Ness Avenue.
May 12, 1981	July 27, 1982	Los Angeles, Calif	Prospectus proposing lease and construction for Veterans' Administration Outpatient Clinic.
July 14, 1982	do	Long Beach, Calif	Prospectus proposing lease and construction for multiple agencies at 400 Ocean Gate.
Aug. 3, 1982	Sept. 16, 1982	Washington, D.C.	Prospectus proposing preliminary engineering and design for repair and alteration project at Auditors Building.
Do	do	do	Prospectus proposing preliminary engineering and design for repair and alteration project at Interior Building.
Do	do	Des Moines, Iowa	Prospectus proposing preliminary engineering and design for repair and alteration project at Federal Building; 210 Walnut Street.
Do	do	Sioux City, Iowa	Prospectus proposing preliminary engineering and design for repair and alteration project at U.S. Post Office and Courthouse; 316 Sixth Street.
Do	do	New Orleans, La	Prospectus proposing preliminary engineering and design for repair and alteration project at F. Edward Hebert Federal Building.
Do	do	Las Vegas, Nev	Prospectus proposing preliminary engineering and design for repair and alteration project at Federal Building and U.S. Courthouse; 300 Las Vegas Boulevard, South.
Do	do	Manchester, N.H	Prospectus proposing preliminary engineering and design for repair and alteration project at U.S. Post Office.
Do	do	Columbus, Ohio	Prospectus proposing preliminary engineering and design for repair and alteration project at Old Post Office.
Do	do	Scranton, Pa	Prospectus proposing preliminary engineering and design for repair and alteration project at U.S. Post Office and Courthouse; Washington Avenue and Linden Street.
Do	do	San Antonio, Tex	Prospectus proposing preliminary engineering and design for repair and alteration project at U.S. Post Office and Courthouse.
Do	do	Pittsburgh, Pa	Prospectus proposing preliminary engineering and design for repair and alteration project at U.S. Post Office and Courthouse; Seventh Avenue and Grant Street.
Do	do	San Franscisco, Calif	Prospectus proposing Preliminary engineering and design for repair and alteration project at U.S. Post Office and Courthouse; Seventh Avenue and Grant Street.
June 24, 1981	do	Anchorage, Alaska	Prospectus proposing repair and alteration for Federal Building-Courthouse; Fourth and F Streets.
Do	do	St. Louis, Mo	Prospectus proposing repair and alteration for Buildling 110; 4300 Goodfellow Boulevard.
Do	do	Suitland, Md	Prospectus proposing repair and alteration for Oceanographic Buildling.
Do	do	Phoenix, Ariz	Prospectus proposing repair and alteration for Federal Building-Courthouse; 230 North First Avenue.
Do	do	Alexandria, Va	Prospectus proposing repair and alteration for Hybla Valley Federal Building; 6801 Telegraph Road.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Feb. 24, 1982	do	Washington, D.C	Prospectus proposing repair and alteration for National Archives.
Mar. 16, 1982	do	Detroit, Mich	Prospectus proposing repair and alteration for Patrick V. McNamara Federal Building.
Do	do	Cleveland, Ohio	Prospectus proposing repair and alteration for Anthony J. Celebrezze Federal Building.
Do	do	Boston, Mass	Prospectus proposing repair and alteration for John F. Kennedy Federal Building.
Do	do	Chicago, Ill	Prospectus proposing repair and alteration for J. C. Kluczynski Federal Building.
June 23, 1982	do	Riverdale, Md	Prospectus proposing succeeding lease for space at ACF Complex; 6501 Lafayette Avenue.
Do	do	Los Angeles, Calif	Prospectus proposing succeeding lease for space at 2727 Wilshire Boulevard for the Department of Defense.
July 14, 1982	do	Los Angeles County, Calif	Prospectus proposing succeeding lease for space for the Defense Contract Administration Service Region and the Defense Contract Administration Services Management Area.
Do	do	Los Angeles, Calif	Prospectus proposing succeeding lease for space at 2500 Wilshire Boulevard for the Department of Housing and Urban Development.
Do	do	do	Prospectus proposing acquisition of space by lease for the consolidation of multiple agencies.
Do	do	do	Prospectus proposing acquisition of space by lease at 1521–33 West Pico Boulevard.
Do	do	do	Prospectus proposing succeeding lease for space at 3250 Wilshire Boulevard for the Social Security Administration.
Do	do	Pasadena, Calif	Prospectus proposing succeeding lease for space at 150 S. Los Robles for the Forest Service.
Do	Sept. 16, 1982	El Monte, Calif	Prospectus proposing succeeding lease for space at 9100 E. Flair Drive for the Internal Revenue Service.
Do	do	Phoenix, Ariz	Prospectus proposing succeeding lease for space at 201 North Central Avenue.
Do	do	do	Prospectus proposing succeeding lease for space at 3225 North Central Avenue for the Veterans Administration.
Do	do	do	Prospectus proposing acquisition of space by lease for the Federal Bureau of Investigation.
Do	do	Colorado Springs, Colo	Prospectus proposing succeeding lease for space at Chidlaw Building; 2221 East Bijou Street.
June 21, 1982	do	Houston, Tex	Prospectus proposing acquisition of space by lease for the Internal Revenue Service District Office.
June 23, 1982	do	Washington, D.C	Prospectus proposing succeeding lease for Capitol Mall North; 500 North Capitol Street.
Do	do	do	Prospectus proposing succeeding lease for space at 1900 Half Street, SW, for the Departments of Defense and Justice.
Do	do	Arlington, Va	Prospectus proposing succeeding lease for space at 1900 Ballston Center Tower I, for the Departments of Defense and Interior.
Do	do	do	Prospectus proposing succeeding lease for space at Rosslyn Plaza Building E, for the Agency for International Development and the Department of Agriculture.
Do	do	Silver Spring, Md	Prospectus proposing succeeding lease for space at Gramax Building, for the Department of Commerce.
Do	do	Bethesda, Md	Prospectus proposing succeeding lease for space at Phillips Building and Extension; 7920 Norfolk Avenue; for the Nuclear Regulatory Commission.
Do	do	Washington, D.C	Prospectus proposing succeeding lease for space at Todd Building; 550 Eleventh Street, NW; for the Department of Justice.

PUBLIC BUILDING PROJECT RESOLUTIONS APPROVED PURSUANT TO THE PUBLIC BUILDINGS ACT OF 1959, AS AMENDED—Continued

Date referred	Date approved	Location	Project
Do	do	Washington, D.C	Prospectus proposing succeeding lease for space at Federal Triangle Building, for the Department of Justice.
Do	do	Arlington Va	Prospectus proposing succeeding lease for space at Crystal Plaza 5, 2211 Jefferson Davis Highway; for the Department of Defense.
Jan. 5, 1981	Sept. 23, 1982	San Francisco, Calif	Prospectus proposing construction of a Federal Building to consolidate the regional offices of Health and Human Services.
Jan. 26, 1982	do	Wilkes-Barre, Pa	Prospectus proposing leased construction of a Federal Building.
Aug. 17, 1982	do	Boston, Mass.	Prospectus proposing acquisition of space by lease for the consolidation of Food and Drug Administration.
June 23, 1982	do	Washington, D.C.	Prospectus proposing acquisition of space by lease for the partial consolidation of International Communications Agency.

Water Resource Survey Resolutions Approved

The following survey resolutions, authorizing water resources studies by the Corps of Engineers, have been approved by the committee during the 97th Congress in compliance with the provisions of section 110 of the River and Harbor Act of 1962 and the Act of March 4, 1913, as amended (33 U.S.C. 542):

Arkansas:
- North Little Rock (flood control).
- Eastern Arkansas Region (comprehensive study).
- White River and Tributaries, Missouri and Arkansas (hydroelectric power facilities).

California:
- Blue Lake (flood control and streambank erosion control).
- Humboldt Harbor and Bay (navigation).
- Coachella Valley Basin (comprehensive study).

Florida:
- Biscayne Bay (water quality improvement).
- Pinellas County (dredged material disposal).
- Port Sutton Channel (navigation).
- St. Johns River Basin (comprehensive study).
- St. Mary's River Basin, Florida & Georgia (comprehensive study).
- Satellite Beach (beach erosion control).

Georgia:
- Northeast Georgia Region (comprehensive study).
- Wilkinson and Laurens Counties (comprehensive study).

Illinois:
- Vermilion River Basin (flood control, recreation, water supply, and low-flow augmentation).
- Wabash, Ohio, and Salina Rivers, Gallatin County and vicinity (flood control).

Indiana:
- Elkhart River and Tributaries (comprehensive study).

Kansas:
- Arkansas-Red River Basin Chloride Control, Texas, Oklahoma and Kansas (solar pond power plants).

Louisiana:
- Mississippi River Gulf Outlet, St. Bernard Parish (bank erosion control).

New York:
- Buffalo Harbor (navigation).
- Delaware River and Tributaries, New York, New Jersey, Pennsylvania, and Delaware (flood control).
- New York City (flood control).

North Carolina:

Rocky River (flood control, water supply, and hydroelectric power).
South Yadkin River (flood control, water supply, and hydroelectric power).

Ohio:
Geneva State Park (beach erosion control).
Southwest Ohio Region (comprehensive study).

Puerto Rico:
Arecibo River (flood control and water supply).
Guanajibo River (flood control, water supply, and navigation.
Guayanilla Harbor (navigation).
Rio Grande de Loiza (flood control, water supply, and navigation).

Watershed Protection and Flood Prevention Act

The Watershed Protection and Flood Prevention Act (Public Law 566, 83rd Congress, as amended), provides for the installation of measures for prevention of erosion, flood retardation, water supply and recreation in relatively small watershed areas.

The Soil Conservation Service of the Department of Agriculture is authorized to give technical and financial help to local organizations in planning and carrying out watershed projects for flood prevention, agricultural water management, recreation, municipal and industrial water supply and wildlife enhancement.

The watershed work plan for a project, which is the basis for authorization of the project, is prepared by a suitable local organization with assistance from the Soil Conservation Service and in coordination with other Federal agencies. If the estimated Federal cost of a project does not exceed $5,000,000, and the project does not contain any single structure having a total capacity of more than 2,500 acre-feet, then it can be undertaken without Congressional authorization.

If the estimated Federal cost exceeds $5,000,000, or if the work plan contains a single structure having a total capacity of more than 2,500 acre-feet, it must be submitted to Congress for authorization, after being cleared by the Office of Management and Budget. If none of the structures provides more than 4,000 acre-feet of storage, then the project can be authorized by resolutions of the House and Senate Committees on Agriculture.

If any structure in the project has a storage capacity of more than 4,000 acre-feet, then it is referred to the Committee on Public Works and Transportation of the House and the Committee on Environment and Public Works of the Senate, and authorization is accomplished by resolutions of these two committees.

Specific appropriations are not made for studies or construction of individual watershed projects. Rather, a lump sum is appropriated to the Soil Conservation Service, and initiation of planning or construction of the project is approved by the Chief, Soil Conservation Service.

The following watershed projects have been approved by the Committee during the 97th Congress in compliance with the provisions of the law:

Illinois: Little Calumet River Watershed.
Missouri: Mozingo Creek Watershed.
Minnesota: South Zumbro Watershed.
West Virginia: Upper Mud River Watershed.

ACTIVITIES OF THE SUBCOMMITTEE ON ECONOMIC DEVELOPMENT

Prior to the beginning of the 97th Congress, this Subcommittee made a commitment to review the regional and economic development programs under our jurisdiction: the Appalachian Regional Development Act of 1965, which established the Appalachian Regional Commission, and the Public Works and Economic Development Act of 1965, which created the Economic Development Administration and the Title V Regional Action Planning Commissions.

Our first hearings, held in early March of 1981, developed a general overview and assessment of these programs. The Reagan Administration's proposal to immediately terminate these programs made our first hearings extremely useful and timely (Hearing Print 97-15). A hearing report was prepared which summarized the hearings and set forth our initial findings and recommendations to assist Congress in evaluating the existing programs on their merit, and in responding to the Administration's proposal to terminate them (Committee Print 97-3). The subcommittee, in this Committee Print, recommended that EDA and ARC be continued through fiscal year 1982, at reduced levels, to allow the Subcommittee time for a more lengthy review of current and alternative programs, and the option of terminating a Federal role in economic development. These recommendations were later adopted by the Budget and Appropriations Committees.

In conjunction with this Overview and Assessment, the Subcommittee conducted a survey of 773 local, private, and public sector leaders experienced in working with the programs of EDA. Four hundred and twenty-nine persons responded, and provided a comprehensive analysis of the strengths and weaknesses of the programs administered by the Economic Development Administration (Committee Print 97-41).

Subsequently, the Subcommittee held in-depth legislative hearings taking a hard look at our Nation's economic problems in order to forge corrective legislation focusing in a subnational economic policy which would become an integral part of any successful overall national recovery policy.

In August of 1981, responding to the Administration's policy to reduce government spending, the Congress passed the Omnibus Budget Reconciliation Act of 1981 (Public Law-35, signed August 13, 1981) which reduced authorized funding levels to the levels of funding appropriated for Fiscal Year of 1982.

The Reconciliation Act also repealed the Title V Regional Commission program as of September 30, 1981. In addition, it terminated funding for programs of supplemental and basic grants by States authorized by section 304 of the Economic Development Act; eliminated authority for funding 10% bonus grants and grants to

economic development centers under section 403; eliminated funding for Indian economic development authorized by section 404; eliminated authorization for funding of Title VIII assistance for the economic recovery of "disaster areas" as declared by the President; and terminated the "Job Opportunities Program" as authorized by Title X of the Economic Development Act. In addition, it reduced the authorized funding levels for the Appalachian Regional Development programs to that actually appropriated for Fiscal Year 1982.

On November 5, 1981, the Subcommittee heard testimony from Joseph R. Wright, Jr., Deputy Secretary, Department of Commerce, and Carlos C. Campbell, Assistant Secretary-Delegate for Economic Development of the Department of Commerce, to review the implementation of Congressional Directives for the Economic Development Administration for fiscal year 1982 (Hearing Print 97-29). A number of concerns were expressed by the Subcommittee at that time, concerning the intention of the Administration to contract out the disposal of the Agency's loan portfolio, and other intended actions by the Agency. The Subcommittee continued its efforts to develop legislation to respond to the economic development needs of the 1980's.

Later in November, the Subcommittee received two days of testimony on the projected changes in the economy, population, labor market, and work force, and their implications for economic development policy (Hearing Print 97-34). These hearings set the framework establishing the broad national economic context within which legislation for a revised economic development program could be developed.

Several field hearings were then scheduled to receive testimony in areas of our Nation severely impacted by high unemployment and economic problems.

The first hearing was held in Pittsburgh, Pennsylvania, December 7, 1981, to obtain information about the economic health of the steel industry and the relationship of steel to other sectors of the economy (Hearing Print 97-36).

A hearing was held in Lansing, Michigan, December 21, to focus on the condition and outlook for the auto industry and its impact on employment, industries, and communities dependent upon it (Hearing Print 97-37).

And on January 21, 1982, the Subcommittee conducted a hearing in Cleveland, Ohio, to review the problems of youth and urban unemployment (Hearing Print 97-38).

Earlier, on January 19, the Subcommittee met in Huntington, West Virginia, to receive the legislative recommendations of the Appalachian States on the Appalachian Regional Commission programs (Hearing Print 97-40).

Drawing on testimony from these hearings, and twenty years of experience with economic development legislation, the Subcommittee drafted a bill charting new concepts for economic development (HR 6100). The bill was introduced April 6 with broad bipartisan support. It would create a successor agency to EDA under Title I, the National Development Investment Act, and implement the finish-up program recommended by the Appalachian Governors. In April, joint legislative hearings were held on this proposal by our

Subcommittee and the Subcommittee on Economic Stabilization of the Committee on Banking, Finance and Urban Affairs (Hearing Print 97-48.

In cooperation with the Banking Committee, the proposal was perfected in mark-up and reported to the House in early May (Report 97-540, part 1).

HR 6100 was then considered and passed by the House on August 12, 1982, by a vote of 281 to 95. The Senate however, failed to consider the bill either in Committee or conference with the House.

The Subcommittee then focused its attention on our Nation's decaying infrastructure and the implications of this decay for future economic recovery. For some time, public facilities have been wearing out faster then they have been replaced.

In September, the Subcommittee held four days of hearings on HR 6591, the Federal Capital Investment Budget Act, and the concept of capital budgeting for the Federal government. Capital budgeting was examined for its desirability as a decision-making tool to help Federal, State and local officials allocate scarce dollars in the most effective, rational, and equitable way to repairing, replacing and adding to the Nation's dearly-bought investment in public capital resources, such as streets, highways and bridges, ports and waterways, and water and sewer lines (Hearing Print 97-68.

To provide continuity to Subcommittee activities and to advise Members of the Committee in the 98th Congress, a report was made on the groundwork covered in these initial hearings (Committee Print 97-69).

In closing out its activities for this Congress, the Subcommittee held oversight hearings on December 14 and 16 to receive a comprehensive report from Economic Development Administration representatives on the activities, goals and accomplishments of EDA in fiscal year 1982 and to examine directives, policies, and program goals for fiscal year 1983 (Hearing Print 97-79). The Committee continues to be deeply concerned at the manner in which Congressional directives and Congressional intent are being implemented by the Economic Development Administration.

SUBCOMMITTEE ON INVESTIGATIONS AND OVERSIGHT

The Subcommittee on Investigations and Oversight is the Public Works Committee's formal "oversight" subcommittee. In that role it has review jurisdiction over all the program areas that fall within the legislative purview of the other five subcommittees. Since those subcommittees also exercise oversight authority over their legislative programs, there must be, and the records of past sessions of the Congress reflect it to be so, close coordination and cooperation with the full Committee and each subcommittee member. In the 97th Congress there were frequent meetings, consultations, and exchanges of information between the staff of this subcommittee and other subcommittee staffs, as well as with staff assigned to the Committee. The responsibility of the legislative subcommittees to carry out their own oversight is not limited, restricted, or in any way encumbered by the oversight activity of this subcommittee.

A joint hearing was held in the 97th Congress with the Subcommittee on Public Buildings and Grounds, and staff of this subcommittee also assisted and participated in hearings held by that and other subcommittees. Oversight hearings conducted by this subcommittee have not only measured the performance of the Executive Branch in administering these legislative programs, but have also resulted in recommendations for administrative reforms and corrective legislation where necessary. The subcommittee's public hearings into the International Aviation Policy of the United States has already resulted in some serious administrative changes in how this policy is implemented and coordinated by the three federal agencies charged with this responsibility. Further changes can be expected when the subcommittee's report together with findings and recommendations is approved by the Committee.

The last Congress also saw the subcommittee undertake hearings into a proposed rule of the Federal Highway Administration which was issued in connection with the "3-R Program". Those hearings resulted in an amendment being adopted in the 1982 Federal Aid Highway Act which required safety be enhanced by such projects, and a study by the National Academy of Sciences in cooperation with the U.S. Department of Transportation to evaluate the safety cost effectiveness of geometric design criteria for 3-R projects.

Oversight of the Urban Mass Transportation Administration was also undertaken during the past Congress, and these hearings resulted in amendments to the 1982 legislation which improved the Block Grant Program and permitted the use of such funds for operating assistance.

The subcommittee's continuing review of the subject of air safety resulted in subcommittee hearings into the air traffic control situation which resulted in bringing together the Secretary of Transportation and the President of the Professional Air Traffic Controllers

Organization (PATCO) for meetings which averted the May 22 planned walkout of the controllers. That delay, temporary as it was, gave the FAA sufficient time to organize their traffic control facilities so that when the walkout did take place on August 3, 1981, the interruption to air travel was minimal, and the nation's air transportation system continued to function.

Weather has been a subject of concern to this subcommittee since 1975, especially as it relates to the safety of air travelers. Though the hearings which began in the 97th Congress have not been completed the impact of the testimony has been felt by those agencies charged with dissemination of weather information on a timely basis.

1982 saw the demise of Braniff International Airlines, and the resultant confusion surrounding the awarding of the Braniff "Slots" to other carriers. Subcommittee hearings into this matter resulted in clarification of just how the FAA went about the initial award of these slots and developed testimony which should bring about a much improved administrative handling of another incident of this type in the future. The record clearly established that should Braniff International be able to reorganize and establish itself as an airline in the future, these slots would revert back to that carrier.

Other subcommittee hearings inquired into the question of the General Services Administration handling of the lease of space at the Waterside Mall in Southwest Washington, D.C.; handling of the Disaster Relief legislation by the Federal Emergency Management Administration; the administration of GSA controlled space; and the proposed sale of federal property in San Francisco.

Substantial attention was directed at oversight of the Clean Water Act's municipal wastewater treatment construction program in hearings during 1981, which resulted in amendments to Title II of that law. Those changes included alteration of the type of treatment technologies that had to be used, the amount of grant funds the federal government would provide, and the categories of treatment that would continue to be eligible for grants for the next several years. These are expected to result in the use of less costly treatment technologies, better operation and maintenance of the works that are constructed, resulting in a safeguarding of the public's investment and maximizing the water quality improvement that will result.

The subcommittee also examined why the EPA had failed to act on municipal applications for waivers to the Clean Water Act's requirements for discharges into deep ocean waters. These hearings led to an amendment which will ensure that communities will have an opportunity to apply for adjustments to the treatment requirements, will avoid costly treatments that would provide little or no additional water quality improvement, and this will allow many dollars of federal funds to be applied to other communities with serious, and as yet, unaddressed pollution problems.

The Investigations and Oversight Subcommittee held public hearings on 54 days, two committee prints have been released, 3

additional prints are in various stages of completion, 5 hearings have been released, three hearings are nearing final printing, and 3 additional investigative matters will be continued into the 98th Congress.

PUBLICATIONS

97-1—A Revised Estimate of the Cost of Completing the National System of Interstate and Defense Highways. Communication from the Secretary of Transportation pursuant to the provisions of section 104(b)5, Title 23, United States Code. (Committee Print.)

97-2—The Status of the Nation's Highways: Conditions and Performance. Report of the Secretary of Transportation to Congress pursuant to Section 3, Public Law 89-139. (Committee Print.)

97-3—Hearing Report on Economic and Regional Development Programs under the Jurisdiction of the Subcommittee on Economic Development. Based on overview and assessment hearings held by the Subcommittee, March 11, 12, and 13, 1981. (Committee Print.)

97-4—Study of the Effect of the Industrial Cost Exclusion (ICE) on the Construction Grants Program. A report to Congress from the U.S. Environmental Protection Agency pursuant to Public Law 96-483. (Committee Print.)

97-5—Impact of the President's Budget Recommendations on Surface Transportation Programs. Hearing before the Subcommittee on Surface Transportation, March 12, 1981.

97-6—Revised Table for Apportioning 1983 Fiscal Year Funds for the National System of Interstate and Defense Highways. (Committee Print.) (No Longer Available.)

97-7—Revised Table for Apportioning 1983 Fiscal Year Funds for the National System of Interstate and Defense Highways. (Committee Print.) (No Longer Available.)

97-8—Pipeline Safety. Hearing before the Subcommittee on Surface Transportation, April 7, 1981.

97-9—Hazardous Materials Transportation. Joint hearing before the Subcommittee on Surface Transportation and the Subcommittee on Aviation, March 25, 1981.

97-10—Independent Safety Board Act Amendments. Joint hearing before the Subcommittee on Aviation and the Subcommittee on Surface Transportation on H.R. 2866, April 30, 1981.

97-11—Benbrook Lake, Texas. Hearing before the Subcommittee on Water Resources on H.R. 779, May 5, 1981.

97-12—Airport and Airway Improvement Act of 1981. Hearings before the Subcommittee on Aviation on H.R. 2643, March 31; April 1 and 2, 1981.

97-13—To Repeal the Industrial Cost Exclusion Provision from the Federal Water Pollution Control Act. Hearings before the Subcommittee on Water Resources on H.R. 2957, April 28 and 29, 1981.

97-14—Air Carrier Subsidy. Hearings before the Subcommittee on Aviation on H.R. 3901, June 18 and 25, 1981.

97-15—Overview and Assessment of Economic and Regional Development Programs under the Jurisdiction of the Subcommittee on Economic Development, March 11, 12, and 13, 1981.

97-16—Surface Transportation Assistance Act Amendments. Hearings before the Subcommittee on Surface Transportation on H.R. 3210, April 28 and 29, 1981.

97-17—Bus Regulatory Reform. Hearings before the Subcommittee on Surface Transportation, May 28 and June 3, 1981, at Washington, D.C.; June 27, 1981, at Los Angeles, Calif.

97-18—Revised table for Apportioning 1983 Fiscal Year Funds for the National System of Interstate and Defense Highways. (Committee Print.) (No Longer Available.)

97-19—To Amend the Disaster Relief Act of 1974. Hearing before the Subcommittee on Water Resources, April 9, 1981.

97-20—Water Resources Problems Affecting the Northeast, the Drought, and Present and Future Water Supply Problems. Hearings before the Subcommittee on Water Resources, March 19 and 20, 1981, at Newark, N.J.; March 23, 1981, at New York, N.Y.; and March 30, 1981, at Philadelphia, Pa.

97-21—Extension of Authorization for the Water Resources Council. Hearings before the Subcommittee on Water Resources, May 5 and 6, 1981.

97-22—Effects of Airline Deregulation; and Legislation to Advance the Date for Sunset of the Civil Aeronautics Board. Hearings before the Subcommittee on Aviation on H.R. 4065, July 9, 15, and 16, 1981.

97-23—Fort Point Channel, Boston Bridge. Hearing before the Subcommittee on Water Resources on H.R. 1855, July 23, 1981.

97-24—Oversight of the Motor Carrier Act of 1980. Hearings before the Subcommittee on Surface Transportation, May 22 and 23, 1981, at Denver, Colo.; June 10, 11, and 16, 1981, at Washington, D.C.

97-25—The Need for Legislative Changes in the Construction Grants Program of the Federal Water Pollution Control Act. Hearings before the Subcommittee on Water Resources, July 21, 22, 23, 28, and 29, 1981.

97-26—Port Development. Hearings before the Subcommittee on Water Resources, June 16, 17, July 14 and 15, 1981.

97-27—The Financial and Productivity Problems of Urban Public Transportation. Hearings before the Subcommittee on Investigations and Oversight, June 23, 24, 25, and October 21, 1981.

97-28—Revised Table for Apportioning 1983 Fiscal Year Funds for the National System of Interstate and Defense Highways. (Committee Print.)

97-29—To Review the Implementation of Congressional Directives for the Economic Development Administration for Fiscal Year 1982. Hearing before the Subcommittee on Economic Development, November 5, 1981.

97-30—Implementation of the Federal Water Pollution Control Act Concerning the Performance of the Municipal Wastewater Treatment Construction Grants Program. Report by the Subcommittee on Investigations and Oversight, October 1981. (Committee Print.)

97-31—Implementation of the Federal Water Pollution Control Act (Performance of Federally Assisted Wastewater Treatment Systems). Hearing before the Subcommittee on Investigations and Oversight, March 19, 1981.

97-32—Implementation of the Federal Water Pollution Control Act (Concerning the R. M. Clayton Water Pollution Control Plant, Atlanta, Ga.) Hearing before the Subcommittee on Investigations and Oversight in Atlanta, Ga. May 18, 1981.

97-33—Examining the Nation's Immediate and Long-term Surface Transportation Capital Needs. Hearings before the Subcommittee on Surface Transportation, July 8, 9, 14, 15, 16, and 22, 1981.

97-34—Projected Changes in the Economy, Population, Labor Market, and Work Force, and their Implications for Economic Development Policy. Hearings before the Subcommittee on Economic Development, November 18 and 19, 1981.

97-35—Water Resources Needs. Hearing before the Subcommittee on Water Resources, January 29, 1982 (Mid-winter meeting of the United States Conference of Mayors, Washington, D.C.).

97-36—Economic Health of the Steel Industry and the Relationship to Other Sectors of the Economy. Hearing before the Subcommittee on Economic Development at North Versailles, Pa., December 7, 1981.

97-37—Outlook for the Auto Industry and Its Impact on Employment, Industries, and Communities Dependent Upon It. Hearing before the Subcommittee on Economic Development at Lansing, Mich., December 21, 1981.

97-38—Urban Unemployment. Hearing before the Subcommittee on Economic Development at Cleveland, Ohio, January 21, 1982.

97-39—Coal Pipeline Act. Hearings before the Subcommittee on Surface Transportation on H.R. 4230, December 8 and 9, 1981.

97-40—Legislative Recommendations of the Appalachian States on the Appalachian Regional Commission Programs. Hearing before the Subcommittee on Economic Development, January 19, 1982, at Huntington, W.Va.

97-41—Evaluation of the Authorities and Programs of the Economic Development Administration. Assessment by a Nationwide Sample of Local, Private, and Public Sector Leaders. (Evaluation conducted by the Subcommittee on Economic Development), April 1982. (Committee Print.)

97-42—Oversight of the Federal Public Transportation Assistance Program, the State of Public Transportation in the Nation, and a Recommended New Block Grant Concept. ("New Thinking about the Federal Role . . .") Report by the Subcommittee on Investigations and Oversight, May 1982. (Committee Print.)

97-43—Aviation Insurance Program. Hearing before the Subcommittee on Aviation on H.R. 5930, April 21, 1982.

97-44—Revised Table for Apportioning 1984 Fiscal Year Funds for the National System of Interstate and Defense Highways. (Committee Print.)

97-45—Designated Priority Primary Routes. September 1982. (Committee Print.)

97-46—Building Construction at the Smithsonian Institution. Hearing before the Subcommittee on Public Buildings and Grounds on H.R. 5659, April 27, 1982.

97-47—Highway/Transit Needs (Boston, Mass.). Hearing before the Subcommittee on Surface Transportation, October 30, 1981, at Boston, Mass.

97-48—Public Works and Economic Development Act and the Appalachian Regional Development Act. Joint hearings before the Subcommittee on Economic Development of the Committee on Public Works and Transportation and the Subcommittee on Economic Stabilization of the Committee on Banking, Finance and Urban Affairs on H.R. 6100, April 27, 28, and 29, 1982.

97-49—Federal Aviation Administration's Plan for Modernizing the Air Traffic Control System. Hearings before the Subcommittee on Aviation, March 17 and 23, 1982, at Washington, D.C.; and April 14, 1982, at Freemont, Calif.

97-50—The Future of Union Station/National Visitor Center Act Amendments of 1981. Hearing before the Subcommittee on Public Buildings and Grounds, December 10, 1981.

97-51—Authorization of Nonperforming Arts Functions of the Kennedy Center. Hearing before the Subcommittee on Public Buildings and Grounds on H.R. 5556, May 5, 1982.

97-52—Size and Weight Limitations for Vehicles Operating on the Interstate System. Hearings before the Subcommittee on Surface Transportation, May 4 and 5, 1982.

97-53—Revised Table for Apportioning 1984 Fiscal Year Funds for the National System of Interstate and Defense Highways. (Committee Print.)

97-54—Highway/Transit Needs (Chicago, Ill. Area). Hearing before the Subcommittee on Surface Transportation, February 1, 1982, at Berwyn, Ill.

97-55—Highway, Highway Safety, and Public Mass Transportation Capital Needs. Hearings before the Subcommittee on Surface Transportation, February 24, April 27, 28, and 29, 1982.

97-56—To Amend the Solid Waste Disposal Act (H.R. 6307)/Coast Guard Authorization Act (H.R. 5617). Hearing before the Subcommittee on Water Resources, on H.R. 6307 and H.R. 5617, May 26, 1982.

97-57—Surface Transportation Needs—Orange County, Calif. Hearing before the Subcommittee on Surface Transportation, November 23, 1981, at Santa Ana, Calif.

97-58—Past, Current, and Projected Space Needs of the Federal Government in Long Beach, Calif. Hearing before the Subcommittee on Public Buildings and Grounds, July 6, 1982, at Long Beach, Calif.

97-59—Highway, Mass Transit, and Highway Safety Needs, State of Michigan. Hearing before the Subcommittee on Surface Transportation, March 29, 1982, at Lansing, Mich.

97-60—The Effect of TVA Electric Rates on Homeowners, Business, and Industrial Activities, TVA Economic Development Activities, Contracting Out Policies, the Fertilizer Center Activities, and the TVA Board Structure and Functions. Hearing before the Subcommittee on Water Resources, April 30, 1982, at Florence, Ala.

97-61—Designated Priority Primary Routes. December 1982. (Committee Print.)

97-62—Space Needs of the Federal Government. Hearings before the Subcommittee on Public Buildings and Grounds on H.R. 1938, May 5, 7, September 22, 29, October 1, 6, 7, 14, 15, 27, 29, November 12, 1981, February 11, 1982, at Kansas City, Kans.; February 11, 1982, at Kansas City, Mo.; February 12, 1982, at Denver, Colo.; and March 1, 1982, at Chicago, Ill.

97-63—Implementation of the Federal Water Pollution Control Act (concerning the performance of the Municipal Wastewater Treatment Construction Grants Program). Hearings before the Subcommittee on Investigations and Oversight, July 14, 15, 16, 21, 22, and 23, 1981.

97-64—To Provide Improved Protection for Foreign Diplomatic Missions. Hearings before the Subcommittee on Public Buildings and Grounds on H.R. 6254, May 4, 1982, at Washington, D.C.; and May 7, 1982, at New York, N.Y.

97-65—Disaster Relief Act Amendments of 1982. Hearings before the Subcommittee on Water Resources, August 13 and 17, 1982.

97-66—Watershed Projects. South Zumbro Watershed, Dodge and Olmsted Counties, Minn.; Little Calumet River Watershed, Ill.; Upper Mud River Watershed, Lincoln and Boone Counties, W. Va.; Mozingo Creek Watershed, Nodaway County, Mo. Hearing before the Subcommittee on Water Resources, August 17, 1982.

97-67—FAA Allocation of Braniff "Slots." Hearings before the Subcommittee on Investigations and Oversight, June 3 and 10, 1982.

97-68—Federal Capital Investment Budget Act of 1982. Hearings on H.R. 6591 before the Subcommittee on Economic Development, September 14, 15, 21, and 22, 1982.

97-69—Capital Budgeting. Report by the Subcommittee on Economic Development (Based on Hearings held by the Subcommittee, September 14, 15, 21 and 22, 1982). (Committee Print.)

97-70—Need for Replacement and Rehabilitation of Locks and Dams on the Monongahela, Allegheny, and Ohio Rivers. Hearing before the Subcommittee on Water Resources, April 7, 1982, at Monroeville, Pa.

97-71—Ocean Dumping. Hearing before the Subcommittee on Water Resources on H.R. 6113, June 16, 1982.

97-72—Proposed Sale of Federal Property in San Francisco, Calif. Declared Excess by the General Services Administration. Joint Hearing before the Subcommittee on Public Buildings and Grounds and the Subcommittee on Investigations and Oversight, August 4, 1982.

97-73—Possible Amendments to the Federal Water Pollution Control Act. Hearings before the Subcommittee on Water Resources, February 24, July 27, 28, 29, September 21, 1982.

97-74—Improved Operation, Maintenance, and Financing of the Nation's Water Transportation System, including Coastal and Great Lakes Ports, the St. Lawrence Seaway, and the Inland and Intracoastal Waterways. Hearings before the Subcommittee on Water Resources, March 2, 3, 9, 10, 11, 16, 17, 18, 23, and 24, 1982.

97-75—Resurfacing, Restoration and Rehabilitation (3R) of Roads other than Freeways. Hearings before the Subcommittee on Investigations and Oversight, September 17, October 27, 28, and December 15, 1981.

97-76—Water Resources Development Projects. Hearings before the Subcommittee on Water Resources on June 8, 9, 10, 15, 17, 22, July 13, 14, 15, 16, 20, 21, 22, 23, and August 12, 1982.

97-77—Implementation of the Clean Water Act concerning Ocean Discharge Waivers (a Case Study of Lawmaking by Rulemakers). (Committee Print.)

97-78—Aviation Safety—Air Traffic Control (PATCO Walkout). Hearings before the Subcommittee on Investigations and Oversight, June 18, 19, 25, July 8, December 16, 1981, and March 25, 1982.

97-79—To Review the Implementation of Congressional Directives of the Economic Development Administration for Fiscal Year 1983. Hearing before the Subcommittee on Economic Development, December 14, 16, 1982.

97-80—State Solid Waste Plans and Ground Water Contamination. Joint Hearings before the Subcommittee on Commerce, Transportation, and Tourism of the Committee on Energy and Commerce, and the Subcommittee on Water Resources, April 16, 1982, at Morristown, N.J.

97-81—Flood Problems in the Pearl River Basin. Hearing before the Subcommittee on Water Resources, September 27, 1982, at Jackson, Miss.

97-82—Implementation of the Federal Water Pollution Control Act (The Effects of Proposed Reductions in Federal Assistance for the Construction of Municipal Wastewater Treatment Plants). Hearing before the Subcommittee on Investigations and Oversight, December 2, 1981, at Austin, Tex.

97-83—Hazardous Waste Contamination of Water Resources. Hearing before the Subcommittee on Investigations and Oversight, March 10 and 30, 1982; July 9, 1982, at New York, N.Y.

97-84—Implementation of the Clean Water Act (Concerning Waiver Provisions for Municipal Ocean Discharges). Hearings before the Subcommittee on Investigations and Oversight, September 8, 1981 at Los Angeles, Calif.; and February 18, 1982.

97-85—Completion of the California Century Freeway (Interstate Route 105). Hearing before the Subcommittee on Surface Transportation, October 14, 1982, at Lynwood, Calif.

97-86—Rehabilitation and Completion of Union Station in Washington, D.C. Hearings before the Subcommittee on Public Buildings and Grounds, December 16, 1982.

97-87—Oversight—Motor Carrier Act of 1980. Hearings before the Subcommittee on Surface Transportation, June 23, November 30, and December 1, 1982.

97-88—A Review of U.S. International Aviation Policy. Hearings before the Subcommittee on Investigations and Oversight, July 28, 29, 30; August 4; October 20; December 9, 10, 1981; April 21; and May 18, 1982.

97-89—Hazardous Waste Contamination of Water Resources (Access to EPA Superfund Records). Hearing before the Subcommittee on Investigations and Oversight, December 2, 1982.

97-90—Summary of Legislative Activities of the Committee on Public Works and Transportation.

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